TENTATIVE MAP APPLICATION NO. 2012-1 (RAJKOVICH SUBDIVISION)

DRAFT INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Volume I of II

Prepared for:

CITY OF HOLLISTER
375 Fifth Street
Hollister, CA 95023

Prepared by:

PMC®

NOVEMBER 2013

INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION
FOR

TENTATIVE MAP APPLICATION NO. 2012-1 (RAJKOVICH SUBDIVISION)

Prepared for:

CITY OF HOLLISTER
375 Fifth Street
Hollister, CA 95023
Contact: M. Abraham Prado, Associate Planner

Prepared by:

PMC
60 Garden Court, Suite 230
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831-383-7974

November 2013

Notice of Intent/
Mitigated Negative Declaration

PUBLIC NOTICE OF AVAILABILITY
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION (MND)
CITY OF HOLLISTER, CA 95023

This notice is intended to provide an opportunity for public comments on the draft Mitigated Negative Declaration for Tentative Map Application 2012-1. Environmental review examines the nature and extent of any potentially significant adverse effects on the environment that could occur if a project is approved and implemented. The California Environmental Quality Act (CEQA) requires this notice to disclose whether any listed toxic sites are present. The project location does not contain a listed toxic site. Based on the Initial Study, the Director has concluded that the project described above will not have a significant effect on the environment.

File Number: Tentative Map Application 2012-1

Project Description: Tentative Map Application 2012-1 is a request to subdivide 22.25 acres as follows: 81 single-family lots (Lots #1 through #81); one 0.16-acre lot (Parcel A) dedicated as a pedestrian and emergency vehicle accessway; and one 0.86-acre Lot (Parcel B) dedicated as an open space easement for stormwater retention/infiltration. The remainder parcel located on the southwest corner of the project site encompasses 3.88 acres and would be developed in the future as 100 multi-family units.

Location: East of San Benito Street, south of Eastview Drive, west of Nora Drive (APN: 057-700-001 and 002). The General Plan and zoning designations for the project site is low density residential.

Public Review Period: Public review period for this draft Mitigated Negative Declaration begins on **November 11, 2013 and ends December 11, 2013.** Questions regarding the project should be directed to Abraham Prado or Jill Morales at (831) 636-4360 or by e-mail at abraham.prado@hollister.ca.gov or jill.morales@hollister.ca.gov. The tentative decision date would be December 19, 2013 and would take place in the City of Hollister Council Chambers, 375 Fifth Street, Hollister, CA 95023 at 6:00 p.m. at a planning commission meeting. The draft Mitigated Negative Declaration, Initial Study and reference documents are available for review under the above file number from 8:00 – 5:00p.m. Monday through Friday at the Development Services Department, 339 Fifth Street, Hollister, CA 95023, the San Benito County Library and City Hall, 375 Fifth Street. The proposed Mitigated Negative Declaration is also available for public review online at http://hollister.ca.gov

Adoption of a Mitigated Negative Declaration does not constitute approval of the proposed project. The decision to approve or deny the project described above will be made separately as required by City Ordinance.

Your views and comments on the Mitigated Negative Declaration for this proposed project are welcomed. Written comments should be submitted no later than December 11, 2013 and mailed to the City of Hollister Development Services, 375 fifth Street, Hollister CA 95023 or faxed 831-634-4913 or e-mailed to the e-mail contact above.

Circulated: November 8, 2013

City of Hollister
Development Services
375 Fifth Street
Hollister, CA 95023
(831) 636-4360

MITIGATED NEGATIVE DECLARATION

Project Description:

Name of Project: Tentative Map Application No. 2012-1 (Rajkovich Subdivision)

Nature of Project: Tentative Tract Map

Project Location:

Location: Cienega Road at San Benito Street

Assessor's Parcel Number: 057-700-001 and -002

Entity or Person Undertaking Project:

Name: George and Nicole Rajkovich

Address: P.O. Box 189, Hollister, CA 95024

Initial Study

An Initial Study of this project was undertaken and prepared for the purpose of determining if this project may have a significant effect on the environment. A copy of this study is on file at the City of Hollister, Development Services, 375 Fifth Street, Hollister, CA 95023.

Findings and Reasons

The Initial Study identified potentially significant effects on the environment. However, this project has been mitigated (see mitigation measures below which avoid or mitigate the effects) to a point where no significant effects will occur. There is no substantial evidence the project may have a significant effect on the environment. The following reasons will support these findings:

1. The proposal is a logical component of the existing land use pattern of this area.
2. Identified adverse impacts are proposed to be mitigated through preparation of special studies improvements.
3. The proposed project is consistent with the adopted goals and policies of the General Plan of the City of Hollister.
4. City staff independently reviewed the Initial Study, and this Mitigated Negative Declaration reflects the independent judgment of the City of Hollister.
5. With the application of the following mitigation measures, the proposed project will not have any significant impacts on the environment.

MITIGATION MEASURES

Agriculture Reources

MM 2-1 The project applicant shall ensure that a disclosure statement is recorded on the property title regarding potential nearby agricultural activities. This disclosure statement shall be provided to all prospective buyers of properties within the project site notifying such persons that the property may be affected by nearby agricultural operations, including agricultural chemical use, agricultural odors, and agriculture-related noise resulting from potential future agricultural activities. The disclosure statement shall be reviewed and approved by the City of Hollister Development Services Director prior to recordation.

Air Quality

MM 3-1 Natural gas fireplaces within the single-family subdivision are acceptable; however, fireplaces should not be designed into the future multi-family units. The installation of wood burning fireplaces anywhere within the subdivision is prohibited.

MM 3-2 The proposed wastewater pump station on the project site shall be installed within an enclosed structure and include an odor control system and ventilation system.

Biological Resources

MM 4-1 Prior to commencing construction activities during the breeding season (February 1 through August 31), the project applicant shall contract with a qualified biologist to conduct preconstruction surveys in order to identify possible nesting activity. If active raptor or bird nests are determined to be present, a construction-free buffer of suitable dimensions, as established by the qualified biologist, shall be established (up to 250 feet, depending on the location and species) for the duration of the project or until it has been determined that the nests are no longer occupied.

MM 4-2 Prior to commencing construction activities, the project applicant shall contract with a qualified biologist to conduct a preconstruction survey for burrowing owls. The survey shall be conducted within 30 days prior to the commencement of construction activities and in accordance with the Staff Report on Burrowing Owl Mitigation (CDFG 2012) and the Burrowing Owl Consortium's (1997) Burrowing Owl Survey Protocol and Mitigation Guidelines.

If active nest burrows are determined present within or near construction zone during the burrowing owl breeding season (February 1 through August 31), these nests and an appropriate buffer around them (as determined by a qualified biologist) shall remain off limits to construction until the breeding season is over.

If burrowing owl nests are determined present during the non-breeding season (September 1 through January 31), resident owls may be relocated to alternative habitat. The relocation of resident owls must be according to a relocation plan prepared by a qualified biologist. Passive relocation would be the preferred method of relocation. This plan must provide for the owl's relocation to nearby lands with suitable nesting and foraging habitat.

Cultural Resources

MM 5-1 Prior to issuance of any permits, the final construction drawings shall include instructions on what to do in case of discovery of an archaeological and/or historical resource during construction activities. If any prehistoric or historic artifacts or other indications of archaeological resources are found, all work in the immediate vicinity must stop and the City of Hollister Planning Division shall be immediately notified. An archaeologist meeting the Secretary of Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the find and recommend appropriate mitigation measures for the inadvertently discovered cultural resources. The City and the applicant shall consider the mitigation recommendations of the qualified archaeologist. The City and the applicant shall consult and agree on implementation of a measure or measures that the City and the applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

MM 5-2 Prior to issuance of any permits, the final construction drawings shall include instructions on what to do in case of discovery of a paleontological resource during construction activities. If any paleontological resources (i.e., fossils) are discovered during construction activities, all work in the immediate vicinity shall cease and the City of Hollister Planning Division shall be immediately notified. A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the applicant shall consider the mitigation recommendations of the qualified paleontologist. The City and the applicant shall consult and agree on implementation of a measure or measures that the City and the applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures.

Geology and Soils

MM 6-1 Prior to issuance of any grading or building permits for development on Lot #82 (100 multi-family units), the project applicant shall submit a geotechnical investigation report that includes an examination of the potential for expansive soils as well as the suitability of the site for the type of multi-family structure(s) proposed. The geotechnical investigation shall be subject to review and approval by the City Development Services Department. All recommendations presented in the approved geotechnical investigation shall be implemented by the project applicant unless determined unnecessary by the City Engineer.

Greenhouse Gas Emissions

MM 7-1 The project applicant shall demonstrate adherence to the following measures:

- Indoor water conservation measures shall be incorporated, such as use of low-flow toilets, showers, and faucets (kitchen and bathroom), in each residential unit.

- The proposed project shall be designed to exceed state energy efficiency standards by 25 percent (to Tier 1 Title 24 Standards) as directed by Appendix A5 of the 2010 California Green Building Standards (CBSC 2011). This measure helps to reduce emissions associated with energy consumption.
- Low-water-use landscaping (i.e., drought-tolerant plants and drip irrigation) shall be installed. At least 75 percent of all landscaping plants shall be drought-tolerant as determined by a licensed landscape architect or contractor.
- The installation of any hearth, wood-burning or natural gas, shall be prohibited within the Rajkovich Subdivision. (Required per mitigation measure **MM 3-1** in subsection 3, Air Quality.)
- The improvements on Promise Way and Southside Road shall be designed to be consistent with City roadway design standards. Sidewalks shall be installed on new portions of Promise Way and Southside Road along the project frontages. A bike lane shall be installed along the north side of Southside Road along the project frontage. (Required per mitigation measure **MM 16-1** in subsection 16, Transportation/Traffic.)
- The project frontage improvements should be designed with the potential future extension of transit services onto Southside Road in mind. To that end, project frontage improvements on Southside Road shall be designed to City of Hollister roadway design standards to accommodate transit vehicles, as necessary in the future. (Required per mitigation measure **MM 16-2** in subsection 16, Transportation/Traffic.)
- Include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows (passive solar design).
- Utilize high efficiency gas or solar water heaters, double-paned windows, and interior lighting.
- Install energy-reducing programmable thermostats.

Noise

MM 12-1 The project applicant shall adhere to the following measures:

a. Unless otherwise provided for in a validly issued permit or approval, construction activities shall be consistent with Section 17.16.100 of the Hollister Municipal Code, which limits hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Construction activities shall not occur on Sundays or City-recognized holidays.

b. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

c. On-site equipment staging areas shall be located at the farthest practical distance from nearby noise-sensitive land uses.

MM 12-2 The City shall require an acoustical assessment to be prepared prior to approval of final maps and construction of the proposed pump station. Based on the proposed design, the acoustical assessment shall evaluate operational noise levels of the pump station in

comparison to the applicable City noise standards (i.e., 55 dBA L_{eq} during daylight hours and 50 dBA L_{eq} after sunset). Where the acoustical assessment determines that operational noise levels would exceed the applicable City noise standards, noise reduction measures shall be incorporated into the design sufficient to achieve compliance with these noise standards. Such measures may include, but are not limited to, changes in equipment specifications or incorporation of equipment enclosures.

MM 12-3a The following measures shall be implemented for the proposed single-family residential development:

1) A sound barrier shall be constructed sufficient to shield proposed residential structures and rear-yard areas of lots located along the western boundary of the project site, adjacent to Cienega Road (Lots 1, 71 and 72). The barrier shall be constructed to a minimum height of 6 feet above the proposed residential pad elevation. The barrier shall be constructed of masonry block, wood or material of similar density and usage, with no air gaps between construction materials or at the base of the barrier. Joints between construction materials shall be caulked. Construction materials selected shall meet a minimum combined surface weight of 2.5 pounds per square foot. If wood barriers are used, construction techniques shall be employed to prevent future air gaps from occurring due to weathering and material shrinkage. Such methods may include the use of overlapping panels, board and batten, or tongue-and-grove techniques. Recommended noise barrier locations are depicted in **Figure 12-1a**.

2) The installation of mechanical ventilation/HVAC systems shall be required for proposed residential dwellings to allow windows and doors to remain closed during inclement weather conditions and to maintain acceptable interior noise levels.

MM 12-3b The following mitigation measure shall be implemented for the proposed future multi-family residential development:

1) The City shall require an acoustical assessment to be prepared prior final map approval and construction of the proposed multi-family residential development. The acoustical assessment, based on its ultimate design, shall evaluate exterior noise exposure of proposed residential structures and outdoor activity areas in comparison to the applicable City noise standard of 60 dBA Ldn. Interior noise levels shall also be evaluated in accordance with Title 24 of the California Code of Regulations requirements, which establish an interior noise level limitation of 45 dBA CNEL for occupied spaces. Where the acoustical assessment determines that exterior or interior noise exposure levels would exceed applicable noise standards, noise-reduction measures shall be incorporated sufficient to achieve compliance with the noise standard. Such measures may include, but are not limited to, changes in site/building design and/or incorporation of noise barriers to meet city standards.

Traffic and Circulation

MM 16-1 The improvements on Promise Way and Southside Road shall be designed to be consistent with City roadway design standards. Sidewalks shall be installed on new portions of Promise Way and Southside Road along the project frontages. A bike lane shall be installed along the north side of Southside Road along the project frontage.

MM 16-2 The project frontage improvements should be designed with the potential future extension of transit services onto Southside Road in mind. To that end, project frontage improvements on Southside Road shall be designed to City of Hollister roadway design standards to accommodate transit vehicles as necessary in the future.

Initial Study

A. PROJECT INFORMATION SUMMARY

Project Title:	Tentative Map Application No. 2012-1 (Rajkovich Subdivision)
Lead Agency :	City of Hollister 339 Fifth Street, Hollister, CA 95023
Contact Person	M. Abraham Prado, Associate Planner or Jill Morales, Planner
Date Prepared:	October 31, 2013
Study Prepared by:	PMC 60 Garden Court, Suite 230, Monterey, CA 93940 Tad Stearn, Project Manager Mike Martin, Senior Planner Pamela Lapham, Associate Planner
Project Location:	Cienega Road at San Benito Street, near Eastview Drive, Nora Drive, and Southside Road, Hollister, CA APN: 057-700-001, -002
General Plan Designation:	Low Density Residential
Project Sponsor:	George and Nicole Rajkovich
Project Site Address:	Cienega Road, Hollister, CA
Zoning:	R1-L/PZ
Zoning (Proposed):	R1-L/PZ
Project Description:	A Tentative Map and creation of a "remainder parcel" on two contiguous parcels (APNs: 057-700-001 and -002) encompassing 22.25 acres. The Tentative Map proposes to subdivide 18.37 acres as follows: 81 single-family lots (Lots #1 through #81) on 11.61 net acres; one 0.16-acre lot (Parcel A) dedicated as a pedestrian and emergency vehicle accessway; and one 0.86-acre Lot (Parcel B) dedicated as an open space easement for stormwater retention/infiltration, with 5.74 acres dedicated as public right-of-way. The remainder parcel encompasses 3.88 acres and would be developed in the future as 100 multi-family units.
Surrounding Land Uses:	The project site is bounded by existing low-density residential development to the north and east; vacant land designated for low-density residential land uses to the south; and San Benito Street and Cienega Road, single-family homes, religious facilities, a children's center, and vacant land to the west.
Public Agency Comment Period:	30 days: November 11, 2013 to December 11, 2013

B. Description of Project and Environmental Setting

Entitlement Background

On October 18, 1999, the City Council of the City of Hollister adopted Resolution No. 99-180 certifying the Final Environmental Impact Report (EIR) for Prezone Application No. 96-3 for the subject property. The EIR assumed approximately 100 single-family residences would be developed on the 22.25 acres. The prezone was approved by the City Council on November 6, 2000, with the adoption of Ordinance 952. A Notice of Determination for the Final EIR for Prezone No. 96-3 was filed with the San Benito County Clerk's Office on December 13, 2000. On August 22, 2002, the San Benito County Local Agency Formation Commission (LAFCo) approved Resolution No. 2002-07 to annex 22.25 acres into the City of Hollister for residential land use, pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. On June 24, 2009, the City of Hollister Planning Commission granted 175 housing allocations to the subject properties per Planning Commission Resolution No. 2009-12. The proposed project currently proposes development of 81 single-family residential lots, with the future development of 100 condominium units, for a total of 181 housing units. The applicant has requested and was granted six additional housing unit allocations by the City of Hollister city Council at its regular meeting of September 16, 2013 per City Council Resolution No. 2013-145.

Project Location

The project site is located in Hollister in San Benito County. See **Figure 1** for the project location. The proposed project area is located in the southwestern portion of Hollister, north of the South Side Road western terminus and east of Cienega Road. Specifically, the project boundaries are:

- The northern boundary is defined by the rear yard property lines of the single-family homes located on Eastview Drive.
- The southern boundary is defined as a straight line extension of South Side Road (which does not currently exist) to meet San Benito Street.
- The eastern boundary is defined by the rear yard property lines of the single-family homes on Nora Drive.
- The western boundary is Cienega Road and San Benito Street.

Existing and Surrounding Site Conditions and Land Uses

The project site is currently vacant land, relatively level, and is regularly tilled. The site was formerly in agricultural production. No agricultural crops are grown on the site at this time. The site contains very little vegetation and no stands of trees. Photographs of existing conditions are shown in **Figures 2a** through **2c**.

According to the Hollister General Plan Land Use Map (2009a), the project site is designated for Low Density Residential land uses. According to the Hollister Zoning Map (2010), the project site is designated at R1-L/PZ (Single Family Residential Performance Overlay [1–8 units per net acre]).

The project site is bounded by existing low-density residential development to the north and east; vacant land designated for future low-density residential land uses to the south (the City is currently processing an application for annexation of this property); and San Benito Street and Cienega Road, single-family homes, a religious facility, and a children's center and vacant land to the west. The surrounding land uses are shown in **Figure 3**.

PROJECT DESCRIPTION

The proposed project includes a Tentative Map, lot line adjustment, and creation of a "remainder parcel" for future development of 100 multi-family units on two contiguous parcels (APNs 057-700-001 and -002) as shown in **Figure 4a**. The Tentative Map proposes to subdivide 18.37 acres into the following:

- 81 single-family lots (Lots #1 through #81)
- One 0.16-acre parcel (Parcel A) dedicated as a pedestrian and emergency vehicle accessway
- One 0.86-acre parcel (Parcel B) dedicated as open space easement for stormwater retention/infiltration facilities
- 5.74 acres dedicated as public street right-of-way

Residential Subdivision

The average single-family lot size would be 6,247 square feet and the minimum lot size would be 4,719 square feet. Lots would vary in width and in rear setbacks. Thirty-five (35) lots would have a width of 45 to 50 feet; 29 lots would have a width of 60 to 65 feet; and 17 lots would have a width of at least 70 feet. Lots adjacent to the northern boundary would have a 25-foot rear setback and would be single-story structures that would not exceed 20 feet in height. All other lots would have 20-foot rear setbacks, and the structures would have a maximum height of 30 feet. Three-car garages are not allowed on lots with widths less than 50 feet unless the garage is detached and recessed behind the residence. Ten percent of the residences will include provisions for one accessible entry, bedroom, and bathroom. A minimum 1,000 square feet of open space will be required on each lot. The lot layout is shown in **Figure 4b**. The proposed Tentative Map has a density of 4.41 dwelling units per acre (du/ac) (81 units on 18.37 acres).[1]

The 3.88-acre "remainder parcel" (Lot #82) would be developed in the future as a 100-unit multi-family development. Although the specific design of this multi-family development is unknown at this time, the development of these units is included in this analysis.

Street Improvements

Cienega Road is an existing street. The project will include frontage improvements to this street, i.e., sidewalks, curbs, gutters, and street improvements on half of the roadway from centerline. Two new internal roadways, Promise Way and Street "A," will be connected to Cienega Road. These streets will have 60-foot-wide rights-of-way. These parallel roads would be approximately 160 feet apart. No extension of Cienega Road is proposed with this project, and the connection to San Benito Street will remain in its existing location.

Cushman Street is a two-lane local street extending in a north–south direction from Nash Road/Tres Pinos Road through a residential neighborhood immediately north of the project site. Currently, Cushman Street ends in a dead end at the northern edge of the project site. A "pedestrian and emergency vehicle only" access road would extend the existing south terminus of Cushman Street

[1] Net density is based on number of dwelling units/net acreage. Net acreage is gross acres minus acres dedicated to right-of-way.

into the project site. Pedestrian and emergency-only access roads would remain gated and off limits except to pedestrians and emergency/utility vehicles.

Promise Way is a two-lane local street extending in an east–west direction east of the project site bisecting Nora Drive to the east and connecting with Serene Drive. Currently, Promise Way ends in a dead end at the eastern edge of the project site. The proposed project would extend Promise Way from the eastern edge of the project and connect to the roadway to Cienega Road on the west.

Southside Road Extension: Southside Road currently dead ends on the southeastern border of the project site. This road would be extended and will consist of a minimum of two lanes to the San Benito Street Extension. The proposed project would include public right-of-way dedication for a portion of these improvements. A prezone application (Ladd Lane Annexation Project) is currently being processed by the City of Hollister for the 19.49 acres located south of the project site. The Ladd Lane Annexation Project would construction the Southside Road extension improvements. At the time this document was being prepared, the prezone application was undergoing environmental review.

Grading and Site Improvements

The proposed project will result in approximately 28,900 cubic yards of cut and 25,100 cubic yards of fill. Assuming a 15 percent shrinkage rate, the site will be balanced as shown in **Figure 4c**. The proposed project will include on-site utility improvements that will connect to existing utilities within the perimeter roadways that surround the project site as shown in **Figure 4d.** Proposed on-site utilities include potable water, sanitary sewer, storm drain, electricity, and natural gas.

New 8-inch water and sanitary sewer lines are proposed within the on-site public rights-of-way. The proposed water system will be looped in order to provide an even pressure distribution throughout the project site with two connections to the existing main within Cienega Road and Promise Way. Fire hydrants and fire flows will be provided as required by the City of Hollister Fire Department. The sanitary sewer system will be designed to flow toward Parcel A, where there would be a small pump station and force main that would connect to the existing main located in Cushman Street. The pump station and force main will either be privately owned and maintained by a homeowners association or dedicated to the City.

The project would result in approximately 353,200 square feet of new impervious surface area. New 18-inch and 24-inch storm drain lines are proposed within the on-site public rights-of-way to collect runoff generated on-site. Stormwater runoff generated on-site would be conveyed to Parcel B, where there would be a 15,000-square-foot stormwater basin that would be designed to accommodate 3.5 acre-feet of runoff. Per City requirements, Low Impact Development (LID) techniques will be used to retain stormwater on individual parcels.

Electricity and gas service will be provided by Pacific Gas & Electric Company (PG&E). The existing overhead power line along the Cienega Road frontage will be relocated in an underground trench that will also serve as the connection point for the proposed project. Existing gas mains will be preserved with new service connection points at Cienega Road and Promise Way. All on-site electrical and gas facilities will be placed underground in a joint trench within the public rights-of-way.

C. REQUESTED ENTITLEMENTS AND APPROVALS

This Initial Study provides the environmental information, analysis, and primary California Environmental Quality Act (CEQA) documentation necessary for the City of Hollister to adequately consider the effects of the proposed Tentative Map Application No. 2012-1 (Rajkovich Subdivision) and future development of 100 multi-family units on the remainder parcel. The City of Hollister, as lead agency, has the approval authority and responsibility for considering the environmental effects of the proposed project.

Preliminary approvals needed to implement the project are listed below.

- Approval of Tentative and Final Maps, site plan, grading plans, and improvement plans for 81 units
- Site and Architectural approval of 100 condominium units on the remainder parcel
- Dedication of easements
- Issuance of building permits and certificates of occupancy
- Performance Agreement

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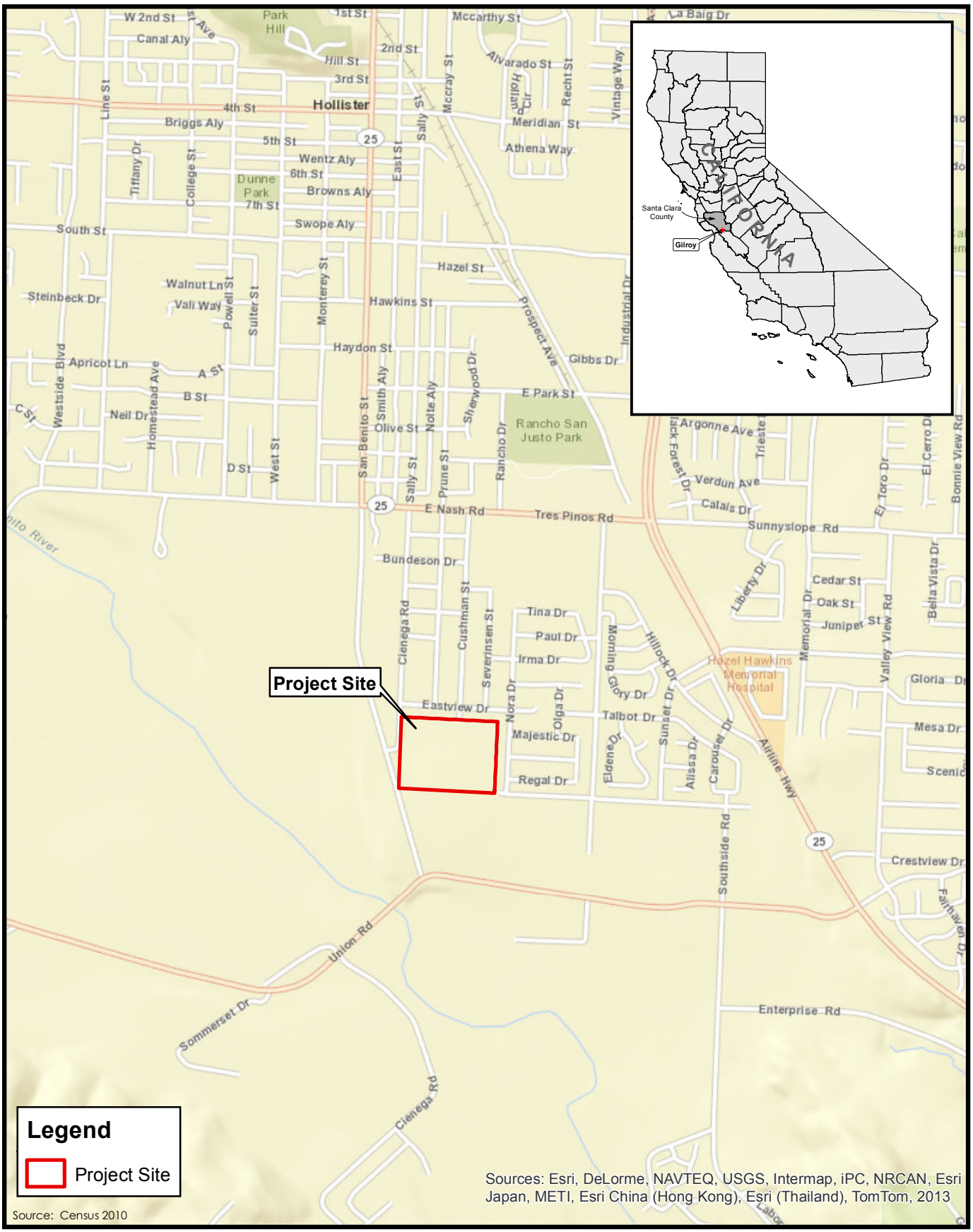

Figure 1
Vicinity Map

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View of project site and surrounding land uses to the north as viewed from Cienega Road.

View of project site and surrounding land uses to the northeast as viewed from Cienega Road.

View of project site and surrounding land uses to the east as viewed from Cienega Road.

Source: PMC 2013

Figure 2a
Existing Conditions

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View of project site and surrounding land uses to the southeast as viewed from Cushman Street.

View of project site and surrounding land uses to the south as viewed from Cushman Street.

View of project site and surrounding land uses to the southwest as viewed from Cushman Street.

Source: PMC 2013

Figure 2b
Existing Conditions

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View of project site and surrounding land uses to the south as viewed from Promise Way.

View of project site and surrounding land uses to the west as viewed from Promise Way.

View of project site and surrounding land uses to the north as viewed from Promise Way.

Source: PMC 2013

Figure 2c
Existing Conditions

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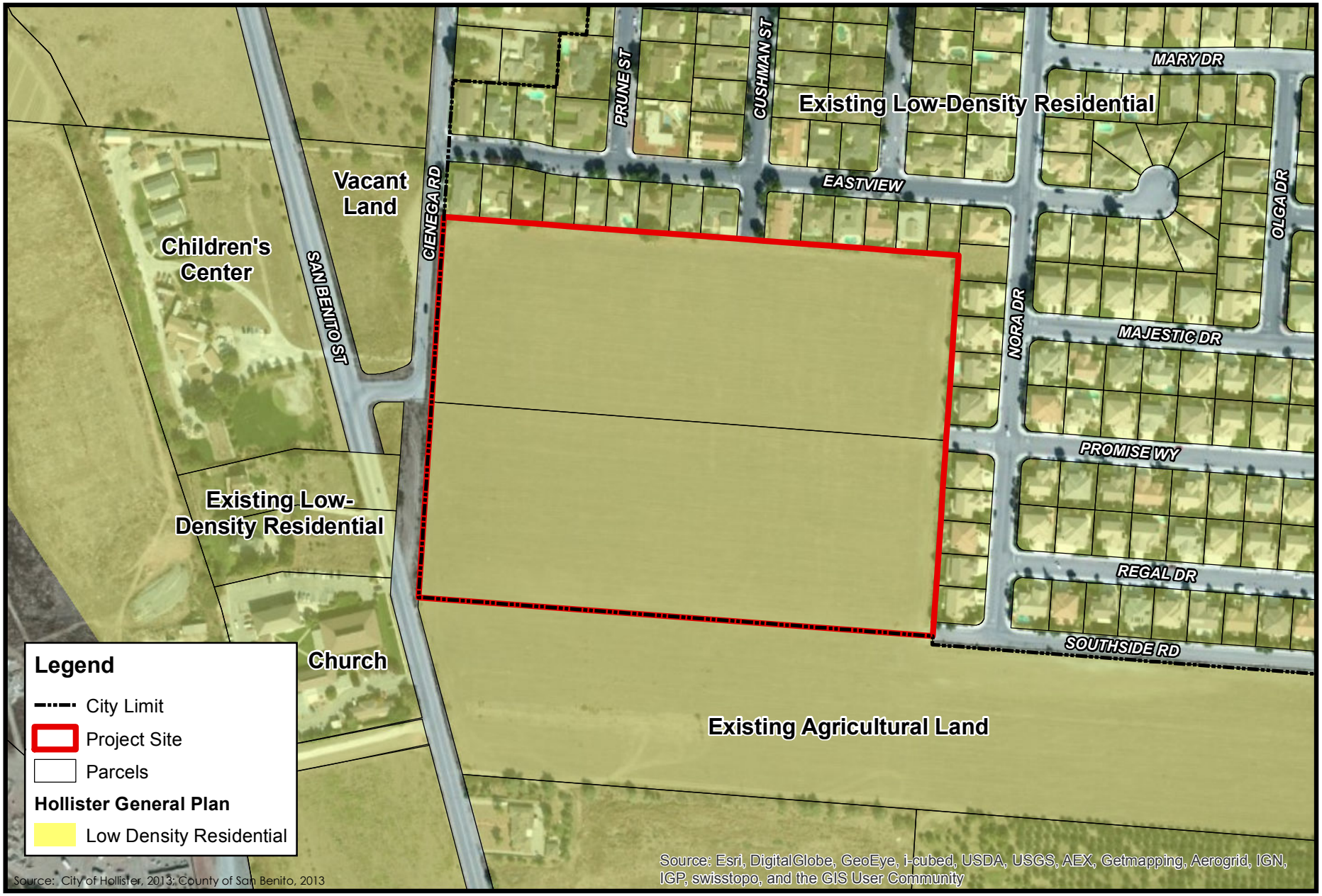

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Figure 3
Surrounding Land Uses

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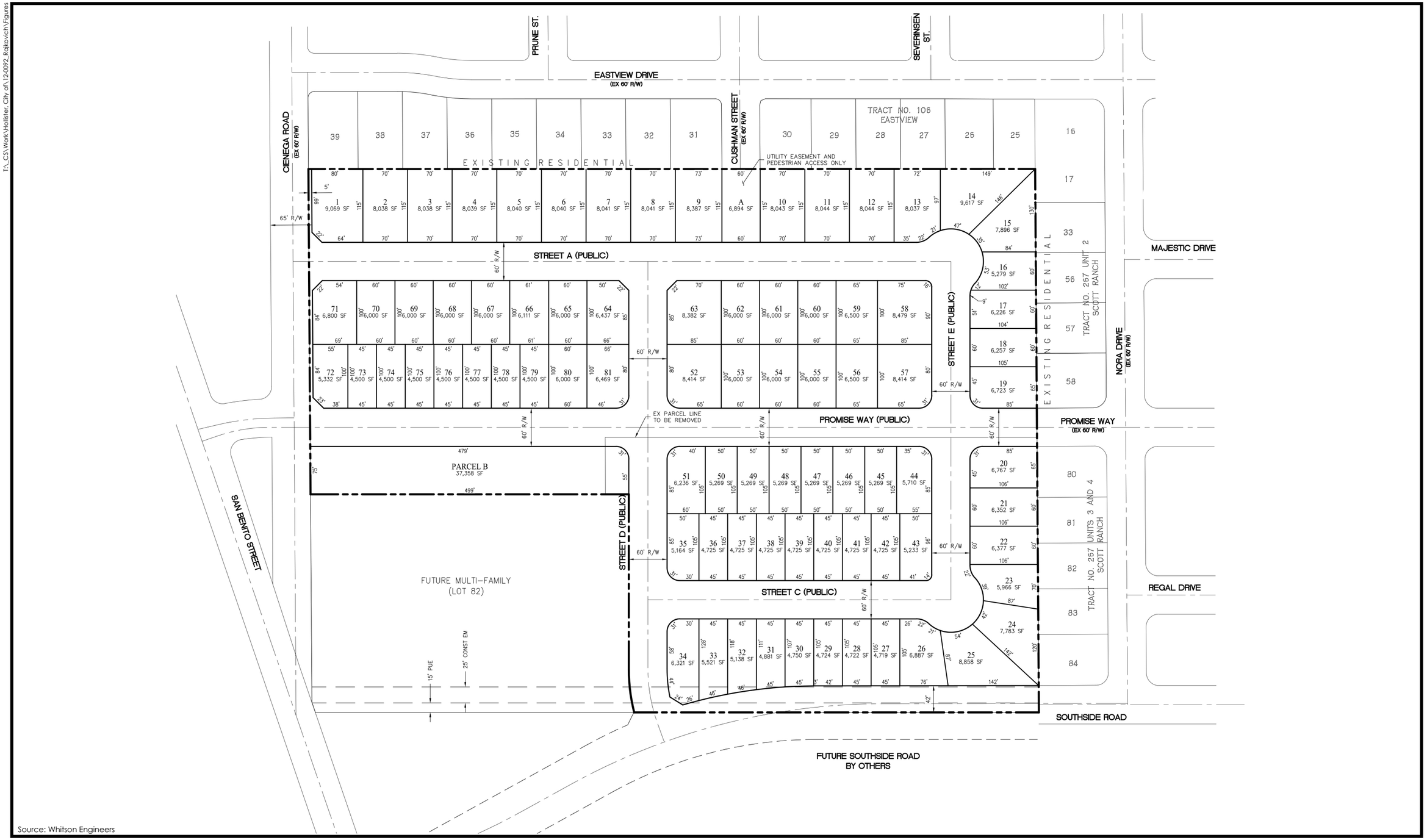

Source: Whitson Engineers

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Figure 4a
Vesting Tentative Map
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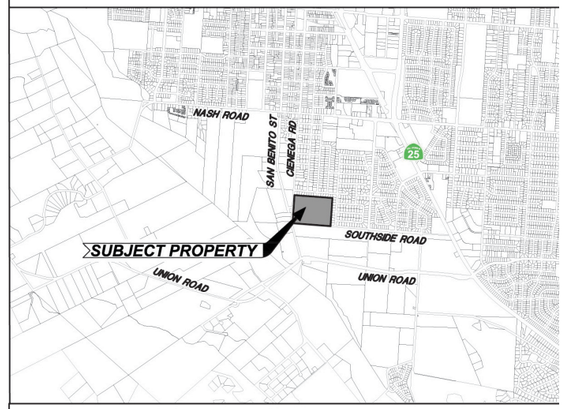
VICINITY MAP



SCALE: 1" = 2000'

NORTH

MINIMUM SETBACKS
R1-I / PZ LOTS

FRONT (HOUSE) :	18 FEET
FRONT (GARAGE) :	20 FEET
INTERIOR SIDE YARD:	6 FEET
CORNER SIDE YARD:	10 FEET
REAR YARD:	20% OF LOT DEPTH, 15 FT MIN, 20 FT MAX, (EXCEPT NORTH BOUNDARY LOTS, SEE NOTE 1)

NOTE:

1. RESIDENTIAL UNITS ALONG THE NORTH BOUNDARY OF THE SUBDIVISION SHALL HAVE A REAR YARD DEPTH OF 25 FT AND BE SINGLE STORY.
2. RESIDENTIAL UNITS ALONG THE NORTH BOUNDARY OF THE SUBDIVISION SHALL NOT EXCEED 20 FT IN TOTAL BUILDING HEIGHT (AVERAGE LEVEL OF THE HIGHEST AND LOWEST POINT OF THAT PORTION OF THE LOT COVERED BY THE RESIDENTIAL STRUCTURE OF THE ROOF). ALL OTHER LOTS HAVE A MAXIMUM HEIGHT OF 30 FT.
3. 3-CAR GARAGES SHALL NOT BE ALLOWED ON LOTS WITH WIDTHS OF LESS THAN 60 FT UNLESS IT IS DETACHED AND RECESSED BEHIND THE RESIDENCE.
4. 10% OF RESIDENCES SHALL INCLUDE PROVISIONS FOR 1 ACCESSIBLE ENTRY, BEDROOM, AND BATHROOM.
5. A MINIMUM OF 1,000 SF OF USEABLE OPEN SPACE IS REQUIRED PER LOT.

LOT SUMMARY

LOT TYPE	TOTAL
45' AND 50' LOTS	35
60' AND 65' LOTS	29
70' LOTS	17
TOTAL LOTS	81

Source: Whitson Engineers

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Figure 4b

Lot Envelope

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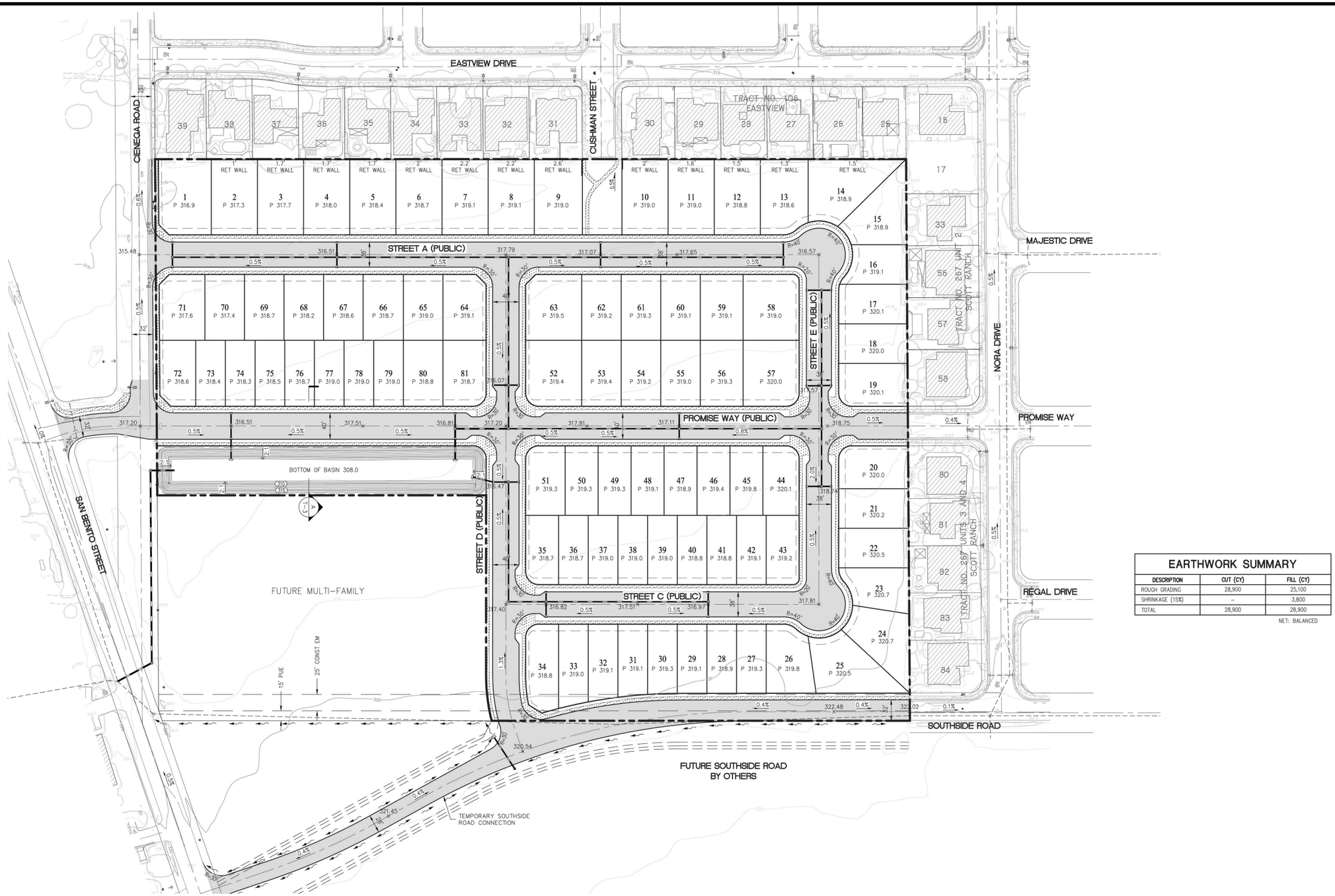

EARTHWORK SUMMARY		
DESCRIPTION	CUT (CY)	FILL (CY)
ROUGH GRADING	28,900	25,100
SHRINKAGE (15%)	–	3,800
TOTAL	28,900	28,900

NET: BALANCED

Source: Whitson Engineers

60 0 60 120 180
FEET

N

Figure 4c
Conceptual Grading Plan

PMC

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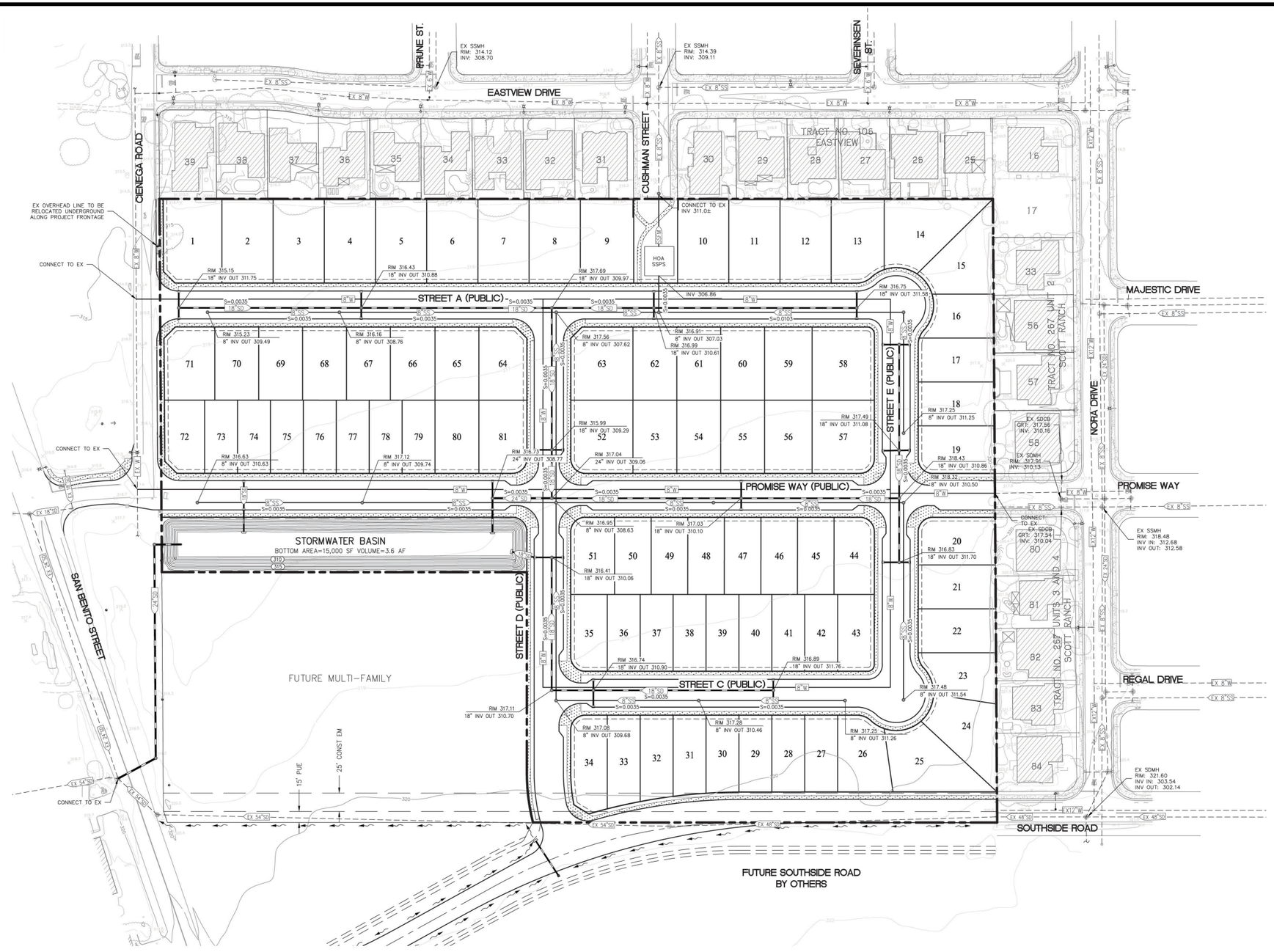

STORMWATER QUALITY CALCULATIONS

AREA DESCRIPTION	ESTIMATED IMPERVIOUS AREA (SF)
PAVEMENT	157,700
DRIVEWAYS	32,400
SIDEWALK	40,800
ROOF TOP	22,300
MULTI-FAMILY	100,000
TOTAL	353,200
WATER MANAGEMENT ZONES	1 AND 4
95TH PERCENTILE 24-HOUR RAINFALL DEPTH	1.2 IN
SOIL TYPE FOR DRAINAGE AREA	B (SORRENTO SILT LOAM)
AVERAGE SLOPE	1%
ASSUMED INFILTRATION RATE	0.5 IN/HR (1 IN/HR X 0.5 FACTOR OF SAFETY)
WATER QUALITY VOLUME	0.8 AF
WATER QUALITY AREA	17,400 SF

Source: Whitson Engineers

60 0 60 120 180
FEET

N

Figure 4d
Conceptual Utility Plan

PMC®

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D. PROJECT CONSISTENCY ANALYSIS

CEQA Guidelines Section 15063(d)(5) states that the Initial Study shall examine whether the project would be consistent with existing zoning, plans, and other applicable land use controls. This section includes a discussion of the proposed project's consistency (or inconsistency) with the following plans: *City of Hollister General Plan* and *Zoning Code, Air Quality Management Plan,* and *Regional Transportation Plan*.

GENERAL PLAN AND ZONING CODE

According to the Hollister General Plan Land Use Map (2009a), the project site is designated for Low Density Residential land uses with one to eight dwelling units per net acre being the maximum permitted intensity. The Low Density category of residential land uses is intended to provide sites for single-family detached units, zero lot-line single-family units, and Planned Unit Development (PUD) units. According to the Hollister Zoning Map (2010), the project site is designated at R1-L/PZ (Single Family Residential Performance Overlay [1–8 units per net acre]). An average development density of one to eight units per net acre is required in this overlay zone, with a targeted minimum density of at least six units per net acre.

The proposed project would allow for the development of 81 single-family detached units (within the Tentative Map boundaries) and 100 condominium units on the remainder parcel. The 81 single-family lot sizes would range from 4,725 to 6,380 square feet, which would not be consistent with the R1 development standards but allowed under the residential performance overlay with a performance agreement. Certain findings for approval of a performance agreement are required.

Individually, the proposed Tentative Map would result in a density of 4.41 dwelling units per acre (du/ac) (81 du on net 12.63 acres [18.37 acres – 5.74 acres of right-of-way]). Future development of the 100 multi-family units will occur on 3.88 acres on the southwest portion of the project site.

Condominium units are not allowed within a R1 zoning district (Table 17.04-1 of the Zoning Code). However, the L/PZ overlay is intended to foster development that meets the range of densities with the option for flexible standards to implement policies and programs in the General Plan and does allow for condominium units. In addition, based on the housing allocations awarded for this property, the City of Hollister will be rezoning the 3.88 acres to R4-20.According to Table 17.04-01 of the Zoning Code, condominium units/townhomes are allowed within the R4-20 zoning district, subject to site plan and architectural site approval.

AIR QUALITY MANAGEMENT PLAN

Hollister is located within the North Central Coast Air Basin (NCCAB). The Monterey Bay Unified Air Pollution Control District (MBUAPCD) is the air pollution control agency for the NCCAB. The 1991 Air Quality Management Plan (AQMP) was the first plan prepared in response to the California Clean Air Act (CCAA) that established specific planning requirements to meet the 1-hour ozone standard. The Triennial Plan Revision adopted in April 2013 is the sixth update to the 1991 AQMP with the five plans completed in 1994, 1997, 2000, 2004, and 2008, respectively. This revision only addressed attainment of the state ozone standard and provided an assessment and update to the 2008 AQMP. The project is implementing planned land uses in the City of Hollister.

REGIONAL TRANSPORTATION PLAN

The purpose of the Council of San Benito County Governments' 2010 Regional Transportation Plan (RTP) is to establish goals, policies, programs, and projects for transportation improvements in the San Benito County region. In some cases, this means reaffirming existing transportation policy, and in others it means establishing policy to address new transportation needs. The Council of Governments is responsible for the development and implementation of the Regional Transportation Plan. This residential project is consistent with the city's planned development pattern and will not impact any transportation project identified within the RTP.

OTHER REQUIRED PUBLIC AGENCY APPROVAL

- San Benito County Water District
- Regional Water Quality Control Board

E. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project as indicated by the environmental checklist in this document.

☒ Aesthetics	☒ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology and Soils
☒ Greenhouse Gas Emissions	☒ Hazards/Hazardous Materials	☒ Hydrology/Water Quality
☒ Land Use/Planning	☐ Mineral Resources	☒ Noise
☒ Population/Housing	☒ Public Services	☒ Recreation
☒ Transportation/Traffic	☒ Utilities/Service Systems	☒ Mandatory Findings of Significance

For the environmental issue areas where there is no potential for an environmental impact (and not checked above), the following finding can be made using the project description, environmental setting or other information as supporting evidence.

☐ Check here if this finding is not applicable.

FINDING: For the above-referenced topics that are not checked off, there is no potential for an environmental impact to occur from construction, operation, or maintenance of the proposed project, and no further discussion in the Environmental Checklist is necessary.

EVIDENCE: This project will not affect the categories not checked above, as follows:

Mineral Resources. The State Mining and Geology Board has designated portions of the Hollister Planning Area as having construction aggregate deposits (sand, gravel, and crushed rock) of regional significance, pursuant to the Surface Mining and Reclamation Act (Public Resources Code Section 2710 et seq.). These resources remain potentially available near the San Benito River and are needed to meet future demands in the region. San Benito County also identifies areas surrounding Hollister that are considered mineral resource areas by the County. These areas are identified with a Mineral Resource (MR) zoning designation.

The project site is located approximately one-quarter mile northeast of the San Benito River and is zoned for single-family residential (R1-L/PZ) development (Hollister 2010). Based on a review of the project site's proximity to San Benito Creek and site zoning, the project site is not located in an area that is known to contain mineral resources. Therefore, **no impact** to the loss of availability of a known mineral resource or a locally important resource recovery site is anticipated.

F. DETERMINATION/ CEQA RECOMMENDATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and recommend that a NEGATIVE DECLARATION should be prepared.

■ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

G. EVALUATION OF ENVIRONMENTAL IMPACTS

All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. A brief explanation is required for answers except "No Impact" answers that are adequately supported by the information sources cited in the response following each question.

A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific screening analysis.

If it is determined that a particular physical impact may occur, then the checklist responses must indicate whether the impact is "Potentially Significant," "Less Than Significant Impact With Mitigation Incorporated," or "Less Than Significant Impact" "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required.

If all of the potentially significant impacts have been rendered less than significant with mitigation, a Negative Declaration may be prepared. The mitigation measures shall be described in the response, and it shall be explained how the mitigation measure reduces the potential effect to a less than significant level. Mitigation measures may be cross-referenced to other sections when one mitigation measure reduces the effect of another potential impact.

The response for each issue should identify the threshold or criteria, if any, used to determine significance and any mitigation measure, if any, to reduce a potential impact.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (earlier analyses, if any, are cited at the end of the checklist). If an earlier analysis is used, the response should identify the following:

> *Earlier analysis used – Identify and state where the document is available.*
>
> *Impacts adequately addressed – The responses will identify which impacts were within the scope of and were adequately analyzed in an earlier document pursuant to legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.*
>
> *Mitigation Measures – For effects that are "Less Than Significant With Mitigation Incorporated," the response will describe the mitigation measures, which were incorporated or refined from the earlier analysis, and to the extent they address site-specific conditions for the project.*

The checklist responses will incorporate references to inform sources for potential impacts (e.g., general plans, zoning ordinances). Individuals contacted and other outside supporting sources of information will be cited in Section I, References.

1. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	■	☐

DISCUSSION OF IMPACTS

Hollister lies near the southern end of the broad alluvial plain formed by the San Benito River and is surrounded on three sides by mountainous terrain. It is situated at the focal point of a basin formed by the Gabilan Mountains to the south and west and by the Diablo Range to the east. These mountain ranges provide a rugged, natural backdrop to the highly modified landscape along the plain that is a patchwork of agricultural activity and suburban development.

As stated above, the project site is currently a vacant parcel that has been fully tilled, is devoid of vegetation, and is surrounded by existing development to the north, east, and west and by a rural tract to the south with an application being processed by the City at this time for residential development.

a) Have a substantial adverse effect on a scenic vista?

According to the Hollister General Plan (2005a), there are no designated scenic vistas within the planning area. Since there are no designated scenic vistas and because the project site is located on level land within the city limits, adjacent to existing residential land uses, the proposed project would have **no impact** on scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

According to the California Department of Transportation's (Caltrans) Scenic Highway Program (2013), Highway 25 between State Route 198 and State Route 156 is an eligible scenic highway. The project site is located over one-half mile from Highway 25. The project site is vacant land that does not contain any scenic resources. Due to the lack of scenic resources on the project site and the proximity of the project site to the roadway, the proposed project would have **no impact** on scenic resources within a state scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The project site is located in the southwestern portion of the city and is bounded by existing low-density residential development to the north and east; vacant land designated for low-residential land uses to the south; and San Benito Street and Cienega Road and low-density residential development to the west. This section of the city is characterized by a patchwork of large vacant lots adjacent to newer single-family subdivisions and townhouses that are arranged around wide streets and cul-de-sacs. There are no remnant sections of orchards (Hollister 2005b). The project site is vacant and contains no significant scenic resources. According to the Hollister Land Use Plan map (2009a), the project site is designated for low-density residential land uses. The General Plan EIR identified buildout of the planning area to have a potentially significant impact on the visual character of the area; however, implementation of design guidelines, as well as the application of other design policies, reduced this impact to a less than significant level. The proposed project would be required to comply with design guidelines and implement a residential performance agreement, which would ensure that implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. This would be considered a **less than significant impact**.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposed project would introduce new sources of light and glare associated with street lighting and residential development. Section 17.16.090 of the Hollister Municipal Code provides illumination standards that regulate lighting for safety and security; reduce light pollution, light trespass, glare, sky glow impacts, and offensive light sources; prevent inappropriate, poorly designed or installed outdoor lighting; encourage quality lighting design, light fixture shielding, uniform light intensities, maximum lighting levels within and on property lines, and lighting controls; and promote efficient and cost-effective lighting and to conserve energy. These lighting standards require that lighting be shielded with full cut-off or recessed fixtures to reduce light bleed to adjoining properties, public rights-of-way, and the night sky by employing the following measures: ensuring that the light source (e.g., bulb) is not visible from off the site; confining glare and reflections within the boundaries of the property; and directing each light fixture downward and away from adjoining properties and public rights-of-way. The proposed project would be required to comply with Section 17.16.090 of the Municipal Code. Therefore, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. This would be considered a **less than significant impact**.

2. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to an urban use (projects requiring a legislative act, such as zoning changes, annexation to the city, urban service area amendments, etc.)?	☐	☐	■	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c) Conflicting with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■
d) Result in loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	■
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?	☐	■	☐	☐

DISCUSSION OF IMPACTS

a) Convert Prime Farmland or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to an urban use (projects requiring a legislative act, such as zoning changes, annexation to the city, urban service area amendments, etc.)?

According to Department of Conservation's (2011) map of San Benito County Important Farmland 2010, the project site is designated Prime Farmland. This is consistent with the Prezoning for the Rajkovich Property EIR completed for the annexation of the project site, which identified the site as Prime Farmland and previously disclosed that the conversion of this Prime Farmland to urban uses

was a significant and unavoidable impact as no feasible mitigation was available to reduce the impact (Hollister 1999). Findings recognizing this significant and unavoidable impact were adopted by the City of Hollister and the San Benito County LAFCo. The City of Hollister and the San Benito County LAFCo determined that the loss of this agricultural land was an important consideration in the development of the site; however, the benefits of converting the Prime Farmland to residential uses were found to outweigh the impact. A Statement of Overriding Considerations was previously adopted for the conversion of this Prime Farmland to urban uses during the General Plan approval process. In addition, buildout of the General Plan was also determined to result in the loss of farmland, which was previously disclosed as a significant and unavoidable impact (Hollister 2005b). This project does not present any new or intensified impacts beyond these previous findings.

General Plan Policy OS 2.1 is intended to minimize the premature conversion of Prime Farmland to nonagricultural uses whenever possible by directing urban growth toward portions of the Hollister Planning Area that have not been identified as Prime Farmland. Although the project site has historically been used for agriculture, it is currently land that is now landlocked and surrounded by urban development, is regularly tilled, and is not under agricultural production. The project site is in the process of transitioning to urban uses consistent with the General Plan, which designates this site for Low Density Residential land uses; the project site is zoned R1-L/PZ accordingly. The proposed project conforms to the City of Hollister's intended uses for the site, and the City has previously disclosed and accepted the conversion of this Prime Farmland as a product of the future growth of the city. Although the proposed project would result in the conversion of approximately 22 acres of Prime Farmland to urban uses, it would not result in the conversion of additional Prime Farmland than already previously disclosed, which would be consistent with the intent of General Plan Policy OS 2.1. For these reasons, this is considered a **less than significant impact**.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is not zoned for agricultural use (Hollister 2010) nor does it have any Williamson Act contracts (San Benito County Assessor 2003). Therefore, the proposed project would have **no impact** in this area.

c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? and/or

d) Result in loss of forestland or conversion of forestland to non-forest use?

The city does not have any lands zoned as forest or timberland (Hollister 2010). The proposed project is not located in an area zoned for forest or timberland use or zoned as a timberland production area. The site is undeveloped land located in Hollister. Implementation of the project would not cause the loss of forestland. Therefore, the proposed project would have **no impact** in this area.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?

The proposed project is for the development of residential units and is located on land identified by the City for residential land uses. Vacant land located south and west of the project site could potentially be used for agricultural production.

Immediately west of the project site are San Benito Street, single-family homes, religious facilities, a children's center, and beyond that vacant land. This vacant land was formerly farmland but is currently not in agricultural production and is designated for low-density residential land uses (Hollister 2009a). Existing land uses surrounding the project site would minimize the proposed project's impact on this vacant land if it were to return to agricultural uses.

The vacant land located adjacent to the southern boundary of the project site has been identified for residential development, and an application for this development is currently being processed by the City. However, if the City (or LAFCo) were to deny this application, the site could potentially revert to agricultural production under County land use control. Development of the proposed project adjacent to lands which could again be used for farming may present conflicts between the project's residents and adjacent agricultural uses. Without property notification, such conflicts can result in pressure to convert property to nonagricultural uses.

Mitigation Measure

MM 2-1 The project applicant shall ensure that a disclosure statement is recorded on the property title regarding potential nearby agricultural activities. This disclosure statement shall be provided to all prospective buyers of properties within the project site notifying such persons that the property may be affected by nearby agricultural operations, including agricultural chemical use, agricultural odors, and agriculture-related noise resulting from potential future agricultural activities. The disclosure statement shall be reviewed and approved by the City of Hollister Development Services Director prior to recordation.

Implementation of this mitigation measure would inform prospective buyers of potential conflicts that may arise when purchasing property near agricultural operations. This notification process would be consistent with General Plan Policy OS 2.4, which requires developers to inform potential buyers of homes near agricultural areas of the possible hazards associated with the application of pesticides/herbicides and nuisances from other cultivation practices. The mitigation measure will minimize future conflicts and reduce this impact a **less than significant level**.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	■
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	■	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
e) Create objectionable odors affecting a substantial number of people?	☐	■	☐	☐

DISCUSSION OF IMPACTS

a) Conflict with or obstruct implementation of the applicable air quality plan?

The project site is located within the North Central Coast Air Basin (NCCAB). The NCCAB comprises a single air district, the Monterey Bay Unified Air Pollution Control District (MBUAPCD), which encompasses Santa Cruz, San Benito, and Monterey counties.

The MBUAPCD has prepared the 2008 Air Quality Management Plan (AQMP) and continues to prepare triennial updates to the AQMP in order to attain state and federal ambient air quality standards in the air basin. The AQMP and updates accommodate growth by projecting growth in emissions based on different indicators. For example, population forecasts adopted by the Association of Monterey Bay Association of Governments (AMBAG) are used to forecast population-related emissions. Through the planning process, emissions growth is offset by basin-wide controls on stationary, area, and transportation sources of air pollution.

Projects that are not consistent with the AQMP have not been accommodated in the plan and will have a significant cumulative impact on regional air quality unless emissions are completely offset. The MBUAPCD has developed a consistency determination process for local jurisdictions to identify whether proposed residential land uses are consistent with the AQMP. Specifically, the MBUAPCD consistency determination process demonstrates whether the population associated with growth, such as the proposed project, is accommodated by AMBAG's regional forecasts

because AMBAG's regional forecasts for population and dwelling units are embedded in the emissions inventory projections used in the AQMP. Projects that are consistent with AMBAG's regional forecasts have been accommodated in the AQMP and therefore, are consistent with the AQMP. Buildout of the proposed project has been anticipated since of adoption of the 2005 Hollister General Plan; therefore, was included in AMBAG's 2008 regional forecasts. The proposed project would accommodate residential growth in a manner consistent with the AQMP. Therefore, the proposed project would have a **no impact** on the AQMP.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Subsequent land use activities associated with implementation of the proposed project would introduce additional construction, mobile, and stationary sources of emissions, which would adversely affect regional air quality. Short- and long-term operational emissions associated with the development potential of the proposed project were quantified using the CalEEMod land use emissions model (see **Appendix A** for model data outputs). These quantified emission projections were then compared with MBUAPCD significance thresholds established in the MBUAPCD's CEQA Air Quality Guidelines (2008b).

Short-Term Construction Emissions

Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. The construction of the proposed project would result in the temporary generation of emissions resulting from site preparation and excavation, as well as from motor vehicle exhaust associated with construction equipment and the movement of equipment across unpaved surfaces and worker trips. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

The MBUAPCD's construction-related pollutant of concern is particulate matter smaller than 10 microns in diameter (PM_{10}), and the MBUAPCD threshold for PM_{10} is 82 pounds per day. The MBUAPCD provides screening thresholds to determine if construction activities could result in an exceedance of this threshold. According to the MBUAPCD, construction activities that involve minimal earth moving over an area of 8.1 acres, or more, could result in potentially significant temporary air quality impacts if not mitigated. Construction activities that require more extensive site preparation (e.g., grading and excavation) may result in significant unmitigated impacts if the area of disturbance were to exceed 2.2 acres per day.

The construction of the proposed project would require earth moving and ground disturbance over an area of 18.37 acres for the Tentative Map and another 3.88-acre remainder parcel for future development, as the total area of the project site is 22.25 acres.

Daily construction-generated emissions of reactive organic gases (ROG), nitrogen oxides (NO_X), PM_{10}, and $PM_{2.5}$ are summarized in **Table 3-1**. It is important to note, however, that ozone precursor pollutants (i.e., ROG and NO_X) are accommodated in the emission inventories of state- and federally required air plans. For this reason, the MBUAPCD has not adopted a significance threshold for construction-generated emissions of ozone precursors. Emissions of $PM_{2.5}$ are a subset of PM_{10} emissions. The MBUAPCD has not adopted a separate significance threshold for construction-generated emissions of $PM_{2.5}$. However, for informational purposes, emissions of ozone precursor pollutants and $PM_{2.5}$ were quantified in **Table 3-1**.

TABLE 3-1
SHORT-TERM CONSTRUCTION GENERATED EMISSIONS – UNMITIGATED POUNDS PER DAY

Project Phase/Activity	Maximum Daily Emissions (lbs/day) [1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$
Phase 1 – Tentative Vesting Map (81 single-family units on 18.37 acres including 5.74 acres of roads)				
Site Preparation	5.38	57.73	21.34	12.85
Grading[1]	18.29	203.13	25.43	15.09
Paving	5.51	50.45	3.06	2.66
Building	4.19	32.61	2.54	2.19
Architectural Coating	57.44	2.60	0.26	0.23
Maximum Daily Emissions	***57.44***	***203.13***	***25.43***	***15.09***
MBUAPCD Significance Threshold	*None*	*None*	*82*	*None*
Exceed MBUAPCD Threshold?	**No**	**No**	**No**	**No**
Phase 2 – Reminder Parcel (100 multi-family units on 3.88 acres)				
Site Preparation	5.38	57.73	21.34	12.85
Grading	3.94	41.19	9.04	5.57
Paving	2.05	20.42	1.38	1.16
Building	4.46	33.17	2.91	2.29
Architectural Coating	43.91	2.65	0.33	0.24
Maximum Daily Emissions	***43.91***	***57.73***	***21.34***	***12.85***
MBUAPCD Significance Threshold	*None*	*None*	*82*	*None*
Exceed MBUAPCD Threshold?	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2013.2.2. Refer to **Appendix A** for model data outputs. [1]Projections account for the heavy-duty truck export of 28,900 cubic yards of cut and the heavy-duty truck import of 25,100 cubic yards of fill.*

As shown, construction would not result in exceedance of MBUAPCD thresholds for PM_{10}; therefore, construction emissions would be less than significant.

Long-Term Operational Emissions

Project-generated increases in emissions would be predominantly associated with motor vehicle use. To a lesser extent, area sources, such as the use of natural-gas-fired appliances, landscape maintenance equipment, and architectural coatings, would also contribute to overall increases in emissions.

Long-term operational emissions attributable to the proposed project are summarized in **Table 3-2**.

TABLE 3-2
LONG-TERM OPERATIONAL EMISSIONS – UNMITIGATED POUNDS PER DAY

Source	Emissions (pounds/day)					
	Reactive Organic Gases (ROG)	**Nitrogen Oxide (NO_X)**	**Carbon Monoxide (CO)**	**Sulfur Dioxide (SO_2)**	**Coarse Particulate Matter (PM_{10})**	**Fine Particulate Matter ($PM_{2.5}$)**
Proposed Project – Summer Emissions						
Area Source	284.83	3.93	356.31	0.13	48.02	48.02
Energy Use	0.14	1.21	0.51	0.00	0.09	0.09
Mobile Source	9.55	38.93	111.94	0.19	10.43	3.13
Total	**294.53**	**44.07**	**468.78**	**0.33**	**58.55**	**51.25**
Proposed Project – Winter Emissions						
Area Source	284.83	3.93	356.31	0.13	48.02	48.02
Energy Use	0.14	1.21	0.51	0.00	0.09	0.09
Mobile Source	12.03	42.26	189.39	0.18	10.43	3.13
Total	**297.01**	**47.41**	**546.23**	**0.32**	**58.55**	**51.25**
MBUAPCD Potentially Significant Impact Threshold	*137 pounds per day*	*137 pounds per day*	*550 pounds per day*	*150 pounds per day*	*82 pounds per day*	*None*
Exceed MBUAPCD Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2013.2.2. Refer to **Appendix A** for model data outputs.*

As shown in **Table 3-2**, the project's net emissions of ROG would exceed MBUAPCD thresholds. (Note that emissions rates differ from summer to winter. This is because weather factors are dependent on the season, and these factors affect pollutant mixing/dispersion, ozone formation, etc.) The following mitigation is required in order to reduce ROG emissions.

Mitigation Measure

MM 3-1 Natural gas fireplaces within the single-family subdivision are acceptable; however, fireplaces should not be designed into the future multi-family units. The installation of wood burning fireplaces anywhere within the subdivision is prohibited.

Implementation of the above mitigation would reduce impacts to the extent shown in **Table 3-3**.

TABLE 3-3
LONG-TERM OPERATIONAL EMISSIONS –MITIGATED POUNDS PER DAY

Source	Emissions (pounds/day)					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Proposed Project – Summer Emissions						
Area Source	12.49	0.84	55.94	0.13	6.85	6.85
Energy Use	0.14	1.21	0.51	0.00	0.09	0.09
Mobile Source	9.55	38.93	111.94	0.19	10.43	3.13
Total	**22.18**	**40.98**	**168.40**	**0.33**	**17.38**	**10.08**
Proposed Project – Winter Emissions						
Area Source	12.49	0.84	55.94	0.13	6.85	6.85
Energy Use	0.14	1.21	0.51	0.00	0.09	0.09
Mobile Source	12.03	42.26	189.39	0.18	10.43	3.13
Total	**24.66**	**44.32**	**245.85**	**0.32**	**17.39**	**10.09**
MBUAPCD Potentially Significant Impact Threshold	*137 pounds per day*	*137 pounds per day*	*550 pounds per day*	*150 pounds per day*	*82 pounds per day*	*None*
Exceed MBUAPCD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2013.2.2. Refer to **Appendix A** for model data outputs.*

As shown, implementation of mitigation measure **MM 3-1** will substantially reduce emissions, and ROG emissions would be reduced to a level below the significance threshold. Therefore, regional operations emissions would not result in a significant long-term air quality impact with implementation of mitigation measure **MM 3-1**. This mitigation would also assist in the reduction of greenhouse gas emissions as described further under subsection 7 below.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

In accordance with the MBUAPCD's (2008b) CEQA Air Quality Guidelines, project emissions that are not consistent with the AQMP would be considered to have a cumulative regional air quality impact. As identified under Issue a) above, the proposed project would be consistent with the 2008 regional air pollutant forecasts in the AQMP. In addition, as noted in Impact b) above, neither construction-related nor long-term operational emissions associated with the proposed project would exceed MBUAPCD significance thresholds. For these reasons, this would be considered a **less than significant** impact.

d) Expose sensitive receptors to substantial pollutant concentrations?

The proposed project could create a significant hazard to surrounding residents through exposure to substantial pollutant concentrations such as PM during construction activities and/or other toxic air contaminants (TACs).

Construction TACs

Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. Residential land uses currently surround the project site. Construction activities would involve the use of a variety of gasoline- or diesel-powered equipment that emits exhaust fumes. Surrounding residents would potentially be exposed to nuisance dust and heavy equipment emission odors (e.g., diesel exhaust) during construction. However, the duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Furthermore, as identified under Issue b), project construction would not result in an exceedance of MBUAPCD thresholds for particulate matter. Therefore, sensitive receptors in the vicinity of the project site would not be exposed to substantial fugitive dust emissions (PM).

Operational TACs

Implementation of the proposed project would not result in the development of any sources of TACs. Furthermore, there are no major existing sources of TACs that would affect proposed on-site sensitive receptors identified in the vicinity of the proposed project site (CHAPIS 2013).

Carbon Monoxide Hotspots

Typically, substantial pollutant concentrations of carbon monoxide (CO) are associated with mobile sources (e.g., vehicle idling time). Localized concentrations of CO are associated with congested roadways or signalized intersections operating at poor levels of service (LOS E or lower). High concentrations of CO may negatively affect local sensitive receptors (e.g., residents, schoolchildren, or hospital patients). Surrounding the project site are sensitive receptors consisting of existing residential uses and an existing roadway network of roadways with vehicle traffic controlled by stop signs. As stated in subsection 16, Transportation/Traffic, two unsignalized intersections currently operate and are projected to continue to operate at an unacceptable level of service (LOS) D or worse during both the AM and PM peak hours. However, the results indicate that the addition of project traffic at both intersections would not significantly increase delay or cause the signal warrant to be met. The project would not cause any significant impacts under existing plus project or background plus project conditions. Therefore, the operation of the proposed project would not result in impacts to sensitive receptors.

For the reasons noted, impacts to sensitive receptors are considered to be **less than significant**.

e) Create objectionable odors affecting a substantial number of people?

The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

Construction activities would involve the use of a variety of gasoline- or diesel-powered equipment that would emit exhaust fumes. While exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source.

The project proposes to locate a wastewater pump station, a potential source of odor, within the pedestrian and emergency vehicle access right-of-way at the northern portion of the project site. According to the US Environmental Protection Agency (EPA), an effective option to control odors from wastewater pump stations includes the collection of odors generated at the pump station and treating them in scrubbers or biofilters or the addition of odor control chemicals to the sewer upstream of the lift station. Therefore, the following mitigation is required.

Mitigation Measure

MM 3-2 The proposed wastewater pump station on the project site shall be installed within an enclosed structure and include an odor control system and ventilation system.

Implementation of mitigation measure **MM 3-2** would ensure odor impacts are **less than significant**.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	■	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	■
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	■	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

DISCUSSION OF IMPACTS

A biological constraints analysis for the project site was prepared by Live Oak Associates, Inc. in April 2013, which is included in **Appendix B**. This included a reconnaissance-level survey and a Phase I survey for burrowing owls (*Athene cunicularia*) conducted on April 11, 2013, consistent with General Plan Policy NRC 1.7. A search of published accounts for all relevant special-status plant and animal species was conducted for the Hollister US Geological Survey (USGS) 7.5-minute quadrangle in which the project site occurs and for the eight surrounding quadrangles (Chittenden, San Felipe, Three Sisters, San Juan Bautista, Tres Pinos, Natividad, Mt. Harlan, and Paicines) using the California Natural Diversity Database (CNDDB) Rarefind (Live Oak Associates 2013).

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans,

policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

The following describes the potential biotic resources on the project site that could affected by the proposed project.

Special-Status Plant Species

The site has previously been used for dryland farming of wheat or hay. In April 2013, barren soils and ruderal vegetation were found along the edge of the site. Ruderal vegetation included annual grasses such as ripgut (*Bromus diandrus*), farmer's foxtail (*Hordeum murinum* ssp. *murinum*), wild oats (*Avena* sp.), various filarees (*Erodium* spp.), bur clover (*Medicago polymorpha*), prickly lettuce (*Lactuca serriola*), and dissected geranium (*Geranium dissectum*).

According to the CNDDB records, 17 special-status plant species are known to occur, or to once have occurred, in the vicinity of the project site. According to Live Oak Associates, all of these potential special-status plant species would not be expected to be present on the project site due to the past agricultural operations and current tilling (Live Oak Associates 2013, pg. 4).

Special-Status Wildlife Species

A number of locally occurring wildlife species may occur on the project site; however, due to the intensive agricultural use of the site and surrounding urban development, wildlife would not be expected to utilize the site regularly or for extended periods.

According to the CNDDB records, 22 special-status wildlife species are known to occur, or to once have occurred, in the vicinity of the project site. According to Live Oak Associates, most of these potential special-status wildlife species are considered to be either absent from or unlikely to occur on the site due to no habitat, or only marginal habitat, being present on the project site (Live Oak Associates 2013, pg. 4). Species that may occasionally occur on the site as transients, occasional foragers, or winter migrants include tricolored blackbird (*Agelaius tricolor*), yellow-breasted chat (*Icteria virens*), white-tailed kite (*Elanus leucurus*), western mastiff bat (*Eumops perotis californicus*), and western red bat (*Lasiurus blossevillii*).

No trees occur on the project site; however, large trees are located with the landscaped areas of adjacent single-family residences north and east of the project site. These trees include large Monterey pines (*Pinus radiata*) that could provide some suitable nesting habitat for some special-status birds, including nesting raptors and other migratory birds, which are protected by state and federal laws, including the Migratory Bird Treat Act. General Plan Policy NR 1.7 requires surveys for special-status species for those projects that contain suitable habitat for such species. While the proposed project would not result in the removal of trees, and no nests were observed in April 2013, construction activities occurring during the nesting season could disturb nesting birds if present, potentially resulting in nest abandonment. Construction activities that adversely affect the nesting success of raptors and other migratory birds or result in mortality of individual birds constitute a violation of state and federal laws, which would be considered a potentially significant impact. Implementation of the mitigation measure provided below would reduce this impact to a less than significant level.

Mitigation Measure

MM 4-1 Prior to commencing construction activities during the breeding season (February 1 through August 31), the project applicant shall contract with a qualified biologist to conduct preconstruction surveys in order to identify possible nesting activity. If active raptor or bird nests are determined to be present, a construction-free buffer of suitable

dimensions, as established by the qualified biologist, shall be established (up to 250 feet, depending on the location and species) for the duration of the project or until it has been determined that the nests are no longer occupied..

Implementation of the above mitigation measure would ensure that construction activities do not begin until it is determined that no nesting activity is occurring in the vicinity of the project site or until a construction-free buffer has been established. This mitigation measure will ensure consistency with General Plan Policy NRC 1.7 and that active nests are not disturbed and will reduce the potential for abandonment, which would reduce this impact to a **less than significant** level. However, additional mitigation would be necessary for burrowing owls.

Burrowing Owl

Due to a general lack of small mammal burrows and agricultural practices on the project site, there is no suitable habitat for burrowing owls. However, burrowing owls are known to occur in the immediate vicinity of the site. Should the fields of the site be left fallow for any particular length of time in the future, it is possible that ground squirrels could colonize the site in the future, and potentially, burrowing owls could also occur on-site prior to development. If that were to occur, site development could potentially result in the mortality of individual owls. This is considered to be a potentially significant impact. Implementation of the following mitigation measure would reduce this impact to a less than significant level.

Mitigation Measure

MM 4-2 Prior to commencing construction activities, the project applicant shall contract with a qualified biologist to conduct a preconstruction survey for burrowing owls. The survey shall be conducted within 30 days prior to the commencement of construction activities and in accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012) and the Burrowing Owl Consortium's (1997) *Burrowing Owl Survey Protocol and Mitigation Guidelines*.

If active nest burrows are determined present within or near construction zone during the burrowing owl breeding season (February 1 through August 31), these nests and an appropriate buffer around them (as determined by a qualified biologist) shall remain off limits to construction until the breeding season is over.

If burrowing owl nests are determined present during the non-breeding season (September 1 through January 31), resident owls may be relocated to alternative habitat. The relocation of resident owls must be according to a relocation plan prepared by a qualified biologist. Passive relocation would be the preferred method of relocation. This plan must provide for the owl's relocation to nearby lands with suitable nesting and foraging habitat.

Implementation of the above mitigation measure would identify and protect any burrowing owl nests during both the breeding and non-breeding season, which would ensure no loss of individuals. Therefore, this impact would be reduced to a **less than significant** level.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

According to Live Oak Associates (2013), there are no riparian or sensitive natural communities on the project site. The project would have **no impact** on riparian habitat or other sensitive natural communities.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No wetlands or other jurisdictional waters were observed on the project site by Live Oak Associates during the April 2013 survey. A review of the National Wetlands Inventory map and aerials also indicated that there are no wetlands on the project site (Live Oak Associates 2013). Based on the field survey and background resources reviewed, jurisdictional waters appear to be absent from the project site; therefore, the proposed project would have **no impact** in this subject area.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

A number of locally occurring wildlife species may occur on the project site; however, due to the agricultural use of the site and surrounding urban development, wildlife would not be expected to utilize the site as a movement corridor. Therefore, the conversion of the site to urban uses would not substantially interfere with the movement of wildlife (Live Oak Associates 2013). This would be considered **less than significant impact**.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? and/or

f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

There are no local ordinances, habitat conservation plans (HCP), or natural community conservation plans (NCCP) in effect for project area. While a draft HCP had been under way in this region for some time, this effort is no longer moving forward and as such, the project would not conflict with an HCP/NCCP. Therefore, the proposed project would have **no impact** on local policies related to biological resources or provisions of an HCP/NCCP.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	■	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	■	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

DISCUSSION OF IMPACTS

This analysis is based on a cultural resources study prepared by Holman & Associates in April 2013, which included a literature search and review conducted in 2013 at the Northwest Information Center (NWIC) at Sonoma State University (see **Appendix C**). In addition, the previous findings in the Prezoning for Rajkovich Property Environmental Impact Report (Hollister 1999) were reviewed.

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Based on field surveys and literature review conducted by Holman & Associates, there is no evidence of potential historical or archaeological resources on the project site and there is a very low likelihood for prehistoric and/or historic era resources to exist on the project site (Holman & Associates 2013; Hollister 1999). However, the possibility exists that unknown historical or archaeological resources could be discovered during ground-disturbing project-related activities. This would be considered a potentially significant impact. Implementation of the following mitigation measure would reduce this potential impact to a less than significant level.

Mitigation Measure

MM 5-1 Prior to issuance of any permits, the final construction drawings shall include instructions on what to do in case of discovery of an archaeological and/or historical resource during construction activities. If any prehistoric or historic artifacts or other indications of archaeological resources are found, all work in the immediate vicinity must stop and the City of Hollister Planning Division shall be immediately notified. An archaeologist meeting the Secretary of Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the find and recommend appropriate mitigation measures for the inadvertently discovered cultural resources. The City and the applicant shall consider the mitigation

recommendations of the qualified archaeologist. The City and the applicant shall consult and agree on implementation of a measure or measures that the City and the applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Implementation of the above mitigation measure would reduce impacts on archaeological resources to a **less than significant level** by requiring work to be stopped immediately should any cultural resources be uncovered during construction and that any such find be evaluated by a qualified archaeologist and mitigated by the applicant.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site is currently flat and undeveloped, and it does not contain any unique geological features. Therefore, no impact to unique geological features is anticipated.

No known unique paleontological resources are present on the project site (Holman & Associates 2013; Hollister 1999). However, as with historical and archaeological resources, there is the potential for previously unknown paleontological resources to be discovered during ground-disturbing activities. Therefore, development of the project may potentially impact sensitive paleontological resources, which would be considered potentially significant. The following mitigation measure would reduce potential impacts on paleontological resources to a less than significant level.

Mitigation Measure

MM 5-2 Prior to issuance of any permits, the final construction drawings shall include instructions on what to do in case of discovery of a paleontological resource during construction activities. If any paleontological resources (i.e., fossils) are discovered during construction activities, all work in the immediate vicinity shall cease and the City of Hollister Planning Division shall be immediately notified. A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the applicant shall consider the mitigation recommendations of the qualified paleontologist. The City and the applicant shall consult and agree on implementation of a measure or measures that the City and the applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures.

Implementation of the above mitigation measure would reduce impacts on paleontological resources to a **less than significant** level by requiring that work stop immediately should any paleontological resources be uncovered during construction and that any such find be evaluated and mitigated by a qualified paleontologist.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Field surveys conducted and the records search performed at the NWIC did not identify any Native American resources in or adjacent to the project site (Holman & Associates 2013; Hollister 1999). However, there is the possibility that previously unknown human remains might be discovered during ground-disturbing activities**.** Compliance with Section 7050.5 of the California Health and Safety Code requires that all work cease in the immediate vicinity of a discovery of human remains outside a cemetery and that the county coroner and lead agency (in this case, the City of Hollister)

be notified. If the coroner determines that the remains are of Native American descent, the coroner shall notify the Native American Heritage Commission, and the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) shall be followed. Therefore, the proposed project's potential effect on human remains would be considered a **less than significant impact**.

6. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Source:5) Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	■
ii) Strong seismic ground shaking?	☐	☐	■	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	■
iv) Landslides?	☐	☐	☐	■
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d) Be located on expansive soil, as defined in table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	■	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

DISCUSSION OF IMPACTS

This section addresses the suitability of the site for residential use based on the preliminary soils and geotechnical report prepared for the Prezoning for Rajkovich Property Environmental Impact Report (Hollister 1999), the Hollister General Plan (Hollister 2005a), the geotechnical investigation prepared by TMakdissy Consulting, Inc. in April 2013 (see **Appendix D**), and other readily available sources.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:

i) Rupture of a known earthquake fault?

General Plan Policy HS 1.4 requires that all development proposals be reviewed for compliance with the Alquist-Priolo Earthquake Fault Zoning Act and the uniform Building Code as a way to reduce the risk of exposure to seismic hazards. According to the geotechnical investigation (TMas, the site is not within the boundaries of an Alquist-Priolo Special Study Zone and no faults are known to lie within the site (TMakdissy Consulting 2013, pg. 6). In addition, according to the Prezoning for Rajkovich Property Environmental Impact Report, the site is not susceptible to surface rupture due to an earthquake (Hollister 1999, pg. IV.B-11).Therefore, the proposed project would have **no impact** associated with rupture of a known earthquake fault and would be consistent with General Plan Policy HS 1.4.

ii) Strong seismic ground shaking?

Hollister lies within a seismically active region and has experienced severe damage caused by ground shaking within the last 35 years. The San Andreas fault system crosses San Benito County in a southeasterly direction along the Gavilan Range 2.5 miles west of the city and is capable of generating an earthquake of up to 8.3 magnitude on the Richter Scale. Faults closer to the city include the Hayward/Calaveras fault, Quien Sabe fault, and the Tres Pinos fault. The Hayward/Calaveras fault runs north–south and bisects the city through the downtown area. It has the capacity for a quake of 7+ on the Richter scale. The Hayward/Calaveras fault splits and passes to either side of the project site. The western splay passes within 500 feet of the southwest corner of the site, while the eastern branch is about 1,300 feet northeast of the site (Hollister 1999, pg. IV.B-1). The Quien Sabe fault registered an earthquake of at least 5.5 on the Richter scale in 1986. The Tres Pinos fault is a minor fault that is connected to the Calaveras fault in Hollister's downtown area and is aligned in a southeasterly direction through the area. All but the Tres Pinos fault are considered active faults. Much of the city lies with the Alquist-Priolo Special Study Zones for the Hayward/Calaveras and Tres Pinos faults. The potential for the project to be impacted by fault rupture, ground shaking, liquefaction, and landsliding is discussed below.

Based on historical evidence, it is likely that at least one significant earthquake will produce strong ground motion at the site during the life of the project. The most significant seismic hazard for the site is that of shaking. General Plan Policy HS 1.4 requires that development be reviewed for compliance with the Uniform Building Code as a way to reduce the risk of exposure to seismic hazards. In addition, General Plan Policy HS1.5 requires that all geologic hazards be adequately addressed and mitigated through project development. These potential geologic hazards, however, are mitigated through compliance with Section 16.28.040 of the City's Municipal Code, which requires applicants proposing a subdivision, either residential or commercial, to prepare a seismic report and comply with the measures contained in the prepared report. The geotechnical investigation prepared by TMakdissy Consulting (2013) cites the earthquake design criteria in the 2010 California Building Code Seismic Criteria as applicable to the proposed project. Compliance with the design criteria is required by Municipal Code Section 16.28.040, which would ensure that structures are designed in accordance with the Uniform Building Code and that risks associated with strong ground shaking are minimized consistent with General Plan Policies HS 1.4 and HS 1.5, which would be considered a **less than significant impact.**

iii) Seismic-related ground failure, including liquefaction?

Liquefaction describes the phenomenon where soil loses its supportive strength and becomes incapable of bearing the load or overlaying soils or structures. Liquefaction occurs during earthquake conditions in saturated, relatively loose, sandy soils located near the ground surface.

The geotechnical investigation report evaluated the project site's soils for liquefaction potential based on soil type, density of the site soils, and the absence of groundwater at shallow depth. Based on data obtained during field and laboratory investigation, it was determined that liquefaction potential was nil (TMakdissy Consulting 2013, pg 8). As such, the project is not anticipated to be at risk of liquefaction, and **no impact** is anticipated.

iv) Landslides?

The project site is flat and is not located adjacent to any hillsides or other sloped areas that could be subject to landslides (PMC 2013). **No impact** is anticipated.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Although the project site has level topography with slopes ranging from 0 to 2 percent, development of the project site would involve grading activities, which may result in increased rates of soil erosion and subsequent sedimentation.

The project site is generally flat, and sloped areas potentially subject to erosion are not anticipated to be required to construct the project. Soil erosion of any stockpiles on-site prior to completion of the final phase of the project could, however, potentially occur as a result of wind and rain. The project would be required to comply with Sections 15.22.190, 16.04.060 17.16.040, and 17.16.140 of the Hollister Municipal Code, which address stormwater and erosion control by requiring projects to incorporate best management practices into the design of the project to control erosion during and after construction. Compliance with the Municipal Code would ensure that the proposed project does not result in substantial soil erosion and/or loss of topsoil. This would be considered a **less than significant impact**.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The project site is flat and is not lot located adjacent to any hillsides or other sloped areas that could be subject to landslides.

Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. As the site is not located in an area of steep slopes and the potential for liquefaction is nonexistent, lateral spreading is considered unlikely to occur on the project site (TMakdissy Consulting 2013).

Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion due to changes taking place underground. It is a natural process, although it can also occur (and is greatly accelerated) as a result of human activities (i.e., pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils). Collapse can occur if near-surface soils vary in composition both vertically and laterally, and strong earthquake shaking can cause non-uniform compaction of the soil strata, resulting in movement of the near-surface soils. The soil on the project site is relatively consistent (TMakdissy Consulting 2013), and no known human activities have occurred on the project site to result in land subsidence. Therefore, subsidence is also unlikely to occur.

Due to the characteristics of the soil on the project site, landslides, lateral spreading, liquefaction, and subsidence are not likely to occur. In addition, Section 16.28.010 of the Hollister Municipal

Code requires a soil report to be submitted with all proposed housing developments' tentative maps. This soil report would identify any soil instability concern, including lateral spreading, land subsidence, and collapse, and include any necessary recommendations to reduce risks. Therefore, this would be considered a **less than significant impact.**

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Expansive soils can cause damage to buildings and paved areas. Near-surface soils that exhibit low strength may settle under building loads. The soils overlaying the project site are classified as Sorrento silty loam with slopes of 0 to 2 percent (SnA). Linear extensibility is used to determine the shrink-swell potential of soils. Typically expansive soil or shrink-swell potential is based on a soil's linear extensibility. If the linear extensibility is less than 3 percent, there is low shrink-swell potential; 3 to 6 percent there is moderate shrink-swell potential; 6 to 9 percent there is high shrink-swell potential; and greater than 9 percent there is very high shrink-swell potential. According to the San Benito County Soil survey, the SnA soil has a linear extensibility of 3-5.9 percent (NCRS 2013); therefore, moderate shrink-swell potential.

The Prezoning for Rajkovich Property Environmental Impact Report previously determined that the potential for expansive soils may exist and that a project-specific geotechnical investigation should be completed (Hollister 1999). General Plan Policy HS 1.6 requires engineering tests for those development projects that may be exposed to impacts associated with expansive soils, so that building foundation footings, utility lines, roadways, and sidewalks can be designed to accept the estimated degree of soil contraction, expansion, and settlement, according to the standards of the Uniform Building Code. The geotechnical investigation prepared for the proposed project included six soil sample borings on the project site (TMakdissy Consulting 2013); however, no samples were taken from the portion of the site that is proposed for the future development of 100 multi-family units. According to the geotechnical investigation, the surface and near-surface soils are considered non-expansive and have engineering qualities capable of supporting conventional spread footings and/or post tension slabs with concrete slab-on-grade construction with implementation of the recommendations provided (TMakdissy Consulting 2013, pg. 11). In addition, as noted above, Section 16.28.010 of the Hollister Municipal Code requires a soil report to be submitted with all proposed housing developments' tentative maps. This soil report would identify any soil instability concern, including expansive soils, and include any necessary recommendations to reduce risks consistent with General Plan Policy HS 1.6.

The geotechnical investigation did not specifically address soils on the portion of the project site (Lot #82) that is proposed for future development of 100 multi-family units. For purposes of this Initial Study, the soils are assumed to have similar characteristics and shrink-swell potential, as the soils in the area have been reported as consistent and uniform. Since the type of construction for the future 100 multi-family units is unknown at this time, future development on Lot #82 could potentially be exposed to risks associated with expansive soils or other soils-related hazards, which would be considered a potentially significant impact. Implementation of the following mitigation measure would reduce this impact to a less than significant level.

Mitigation Measure

MM 6-1 Prior to issuance of any grading or building permits for development on Lot #82 (100 multi-family units), the project applicant shall submit a geotechnical investigation report that includes an examination of the potential for expansive soils as well as the suitability of the site for the type of multi-family structure(s) proposed. The geotechnical

investigation shall be subject to review and approval by the City Development Services Department. All recommendations presented in the approved geotechnical investigation shall be implemented by the project applicant unless determined unnecessary by the City Engineer.

Implementation of the above mitigation measure would ensure that a site-specific geotechnical investigation is prepared prior to future development of the 100 multi-family units on Lot #82 consistent with General Plan Policy HS 1.6. Any recommendations would be implemented to ensure that potential risks associated with expansive soils are minimized. Therefore, this impact would be reduced to a **less than significant** level.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The project is required to connect to the City of Hollister Wastewater Treatment Plant and will not require the installation of septic systems. Therefore, **no impact** is anticipated with regard to soil suitability for septic systems.

7. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	■	☐	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

DISCUSSION OF IMPACTS

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Greenhouse gas (GHG) emissions associated with the proposed project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and indirect source emissions, such as electricity usage for lighting.

Thresholds of significance illustrate the extent of an impact and are a basis from which to determine the appropriate definition of "negligible" GHG emissions. Significance thresholds for GHG emissions resulting from land use development projects have not been established in San Benito County. In the absence of any GHG emissions significance thresholds, the projected emissions are compared to the San Luis Obispo Air Pollution Control District (SLOAPCD) recommended threshold of 4.9 metric tons of carbon dioxide equivalents (CO_2e) per service population (residents plus employees) per year. While significance thresholds used in San Luis Obispo County are not binding on the City of Hollister, they are instructive for comparison purposes.

In accordance with the SLOAPCD threshold determination, projected GHGs from site preparation (i.e., vegetation removal, grubbing) and construction activities have been quantified and amortized over the life of the project (30 years). The amortized site preparation and construction emissions are added to the annual average operational emissions. The project operational GHG emissions resulting from the proposed project are identified in **Table 7-1**.

TABLE 7-1
ESTIMATED PROJECT GREENHOUSE GAS EMISSIONS – UNMITIGATED PROJECT OPERATION (METRIC TONS PER YEAR)

Emissions Source	Carbon Dioxide (CO_2)	Methane (CH_4)	Nitrous Oxide (N_2O)	CO_2e
Phase 1 Construction Amortized Over 30 Years	28.5	0	0	28.5
Phase 2 Construction Amortized Over 30 Years	14	0	0	14
Area Source (landscaping, hearth)	268	0.17	0	277
Energy	549	0.01	0	551
Mobile	2,632	0.07	0	2,634
Waste	30	1.77	0	67
Water	30	0.38	0	41
Total	**3,551.5**	**2.4**	**0**	**3,612.5**

*Source: CalEEMod version 2013.2.2. Emissions projections accounts for a buildout year of 2020. See **Appendix A** for emission model outputs.*

As shown in **Table 7-1**, the project is estimated to result in 3,612.5 metric tons of CO_2e per year. **Table 7-2** depicts the projected GHG emissions per service population for the project. As stated in subsection 13, Population and Housing, the proposed project would result in the addition of 641 residents. Since the project would not result in employment growth, the service population of the project is also 641.

TABLE 7-2
GREENHOUSE GAS EMISSIONS PER SERVICE POPULATION

	Emissions	Jobs	Population	Service Population (SP)	$MTCO_2e$/SP/Year
Proposed Project	3,612.5	0	641	641	5.6

As shown in **Table 7-2**, dividing the GHG emissions for the maximum service population growth potential yields a metric ton per service population ratio of 5.6. Therefore, the project would surpass the project threshold of 4.9 metric tons per service population, and the following mitigation is required.

Mitigation Measure

MM 7-1 The project applicant shall demonstrate adherence to the following measures:

- Indoor water conservation measures shall be incorporated, such as use of low-flow toilets, showers, and faucets (kitchen and bathroom), in each residential unit.
- The proposed project shall be designed to exceed state energy efficiency standards by 25 percent (to Tier 1 Title 24 Standards) as directed by Appendix A5 of the 2010 California Green Building Standards (CBSC 2011). This measure helps to reduce emissions associated with energy consumption.

- Low-water-use landscaping (i.e., drought-tolerant plants and drip irrigation) shall be installed. At least 75 percent of all landscaping plants shall be drought-tolerant as determined by a licensed landscape architect or contractor.
- Natural gas fireplaces within the single-family subdivision are acceptable; however, fireplaces should not be designed into the future multi-family units. The installation of wood burning fireplaces anywhere within the subdivision is prohibited. (Required per mitigation measure **MM 3-1** in subsection 3, Air Quality.)
- The improvements on Promise Way and Southside Road shall be designed to be consistent with City roadway design standards. Sidewalks shall be installed on new portions of Promise Way and Southside Road along the project frontages. A bike lane shall be installed along the north side of Southside Road along the project frontage. (Required per mitigation measure **MM 16-1** in subsection 16, Transportation/Traffic.)
- The project frontage improvements should be designed with the potential future extension of transit services onto Southside Road in mind. To that end, project frontage improvements on Southside Road shall be designed to City of Hollister roadway design standards to accommodate transit vehicles, as necessary in the future. (Required per mitigation measure **MM 16-2** in subsection 16, Transportation/Traffic.)
- Include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows (passive solar design).
- Utilize high efficiency gas or solar water heaters, double-paned windows, and interior lighting.
- Install energy-reducing programmable thermostats.

Implementation of the above mitigation measures would reduce impacts to the extent shown in **Table 7-3**.

TABLE 7-3
ESTIMATED PROJECT GREENHOUSE GAS EMISSIONS – MITIGATED PROJECT OPERATION (METRIC TONS PER YEAR)

Emissions Source	Carbon Dioxide (CO_2)	Methane (CH_4)	Nitrous Oxide (N_2O)	CO_2e
Phase 1 Construction Amortized over 30 Years	28.5	0	0	28.5
Phase 2 Construction Amortized over 30 Years	14	0	0	14
Area Source (landscaping, hearth)	103	0.1	0	107
Energy	491	0.01	0	494
Mobile	2,457	0.06	0	2,459
Waste	30	1.77	0	67
Water	25	0.3	0	34
Total	**3,148.5**	**2.2**	**0**	**3,203.5**

*Source: CalEEMod version 2013.2.2. Emissions projections accounts for a buildout year of 2020. See **Appendix A** for emission model outputs.*

As shown, the project is estimated to result in 3,203.5 metric tons of CO_2e per year with the implementation of mitigation measure **MM 7-1**. Dividing the GHG emissions for the maximum service population growth potential (641) yields a metric ton per service population ratio of 4.9. Therefore, with mitigation the project would not surpass the project threshold of 4.9 metric tons per service population, and impacts would be **less than significant**.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

California has adopted several policies and regulations for the purpose of reducing GHG emissions. On December 11, 2008, the California Air Resources Board adopted the AB 32 Scoping Plan to achieve the goals of AB 32, mentioned above. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. The proposed project is subject to compliance with AB 32, which is designed to reduce statewide GHG emissions to 1990 levels by 2020. As identified above, the project-generated GHG emissions would not surpass GHG significance thresholds which were prepared with the purpose of complying with the requirements of and achieving the goals of AB 32. Therefore, the project would not conflict with the state goals listed in AB 32 or in any preceding state policies adopted to reduce GHG emissions.

The project would not be considered to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG emissions and therefore represents a **less than significant impact.**

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	■	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	☐	☐	■	☐
e) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
f) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	■

DISCUSSION OF IMPACTS

This section analysis is based on a Phase I Environmental Site Assessment (ESA) prepared by Cornerstone Earth Group in March 2013. This analysis was prepared to analyze the potential for acute hazards or hazardous materials at the site and whether future development or residents would be at risk from those hazards consistent with General Plan Policy HS 1.2. The ESA analysis included a search of environmental regulatory databases such as the federal National Priority List, federal Comprehensive Environmental Response, Compensation, and Liability Information System, federal Resources Conservation and Recovery Act (RCRA), federal Emergency Response Notification System, and state Envirostor database, as well as others.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Both the US Environmental Protection Agency (EPA) and the Department of Transportation (DOT) regulate the transport of hazardous waste and materials, including transport via highway. The EPA administers permitting, tracking, reporting, and operations requirements established by the RCRA. DOT regulates the transportation of hazardous materials through implementation of the Hazardous

Materials Transportation Act. This act administers container design, as well as labeling and driver training requirements. These established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste. Additionally, state and local agencies enforce the application of these acts and provide coordination of safety and mitigation responses in case accidents involving hazardous materials occur.

Construction activities associated with development of new housing may include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws, including California Occupational Health and Safety Administration (Cal/OSHA) requirements. All construction activities would be subject to the National Pollutant Discharge Elimination System (NPDES) permit process, which requires the preparation of a stormwater pollution prevention plan (SWPPP), which would be reviewed and approved by the Regional Water Quality Control Board.

Residents of single-family and multi-family residential units do not routinely transport, use, or dispose of hazardous materials or present a reasonably foreseeable release of hazardous materials, with the exception of common residential-grade hazardous materials such as household cleaners, paint, etc. All housing developments in the city are required to conform to local, state, and federal laws with regard to hazardous material and waste.

Enforcement of existing hazardous material regulations and rapid response by local agencies would minimize hazards associated with the transportation, use, and disposal of hazardous materials and would not pose a significant hazard to the public or environment. Therefore, this would be considered a **less than significant impact.**

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The proposed project site is located less than one-tenth of a mile for the Chamberlin Children's Center. Single-family or multi-family residential units do not typically emit hazardous emissions or involve the handling of hazardous materials, substances, or waste. During the construction of the project, the use and handling of hazardous materials would occur in accordance with applicable federal, state, and local laws, including California Occupational Health and Safety Administration (Cal/OSHA) requirements. As such, the potential to emit hazardous emissions or handle hazardous materials would be considered a **less than significant impact.**

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?

According to the Phase I ESA, the project site is not listed as a hazardous materials storage site or release site. In addition, no hazardous materials were observed on the project site. However, since the project site has been historically used for agriculture, it may contain residual agricultural chemicals.

General Plan Policy HS1.12 requires that new development on sites that may contain hazardous materials be evaluated prior to development approvals. As part of the Phase I ESA, soil samples were collected from 18 areas on the project site. The pesticide and metal concentrations detected on the project site were compared to California Human Health Screening Levels (CHHSLs) and natural background concentrations. Laboratory analysis of the soil samples detected low concentrations of organochlorine pesticides. None of the samples exceeded their respective

residential CHHSLs, and the metal concentrations were consistent with natural background concentrations.

Since the project site is not listed on any hazardous materials databases and soil samples do not indicate that the site is contaminated, the project site would not create a significant hazard to the public or the environment. This would be considered a **less than significant impact**.

e) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project includes new internal roadways that would be required to be consistent with City standards for emergency access. All new development in the city is required to comply with existing fire codes and ordinances regarding emergency access, such as widths, surfaces, vertical clearance, brush clearance, and allowable grades. The proposed project includes at least two, potentially three (if Southside Road is extended), paths of ingress/egress to the project site. The proposed project would not impede or conflict with any adopted emergency response or evacuation plans. This would be considered a **less than significant impact**.

f) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The site is not located in an area identified as having a high potential for wildland fire. Therefore, the proposed project would have **no impact** in this area.

9. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	■
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	■	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	■	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	■	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	■	☐
f) Otherwise substantially degrade water quality?	☐	☐	■	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	■	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	■	☐
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	■	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■

DISCUSSION OF IMPACTS

The San Benito County Water District (SBCWD) is a California Special District established in 1953 by the San Benito County Water Conservation and Flood Control Act. The SBCWD manages and funds water resources for all of San Benito County. The SBWD has formed three zones of benefit. The proposed project site lies within Zone 6, which includes the six major delineated subbasins in the northern portion of the Gilroy-Hollister groundwater basin (Todd Engineers 2011, pg. 4-2).

a) Violate any water quality standards or waste discharge requirements?

The project will connect to the city's existing sewer facilities. The City of Hollister's Water Reclamation Plant will treat wastewater from the project site in accordance with state requirements. Because no on-site septic systems will be required to treat wastewater from the project, and no other sources of wastewater discharge are proposed with the project, **no impacts** associated with wastewater discharge are anticipated with the project.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Hollister overlies the Gilroy-Hollister groundwater basin, designated as Department of Water Resources (DWR) Basin No. 3-3. The San Benito County portion of the basin is bounded by the Pajaro River on the north, the Diablo Range on the east, and the Gabilan Range to the southwest. The basin covers 200 square miles of the Pajaro River watershed and is drained by its tributaries, most notably the San Benito River. The San Benito River, intermittent in some parts of the basin, runs through the southern portion of the basin before reaching the Pajaro River. The San Benito River, when flowing, is a recharging stream along much of its channel, but groundwater contributes some base flow upstream of its confluence with the Pajaro River. The Hernandez Reservoir, located upstream of the basin on the San Benito River, is operated to enhance flow in the river by releasing flows to recharge the groundwater basin (Todd Engineers 2011, pg. 4-3). The San Benito County Water District (SBCWD) manages the groundwater in the area. The project site is located in Zone 6.

The City of Hollister will provide potable water service to the project site. The City and the Sunnyslope County Water District procure groundwater to augment the public water supply for Hollister. According to the SBCWD's (2012) Annual Groundwater Report, relatively high water levels and steady groundwater storage indicate that the basin underlying Zone 6 is near its capacity. While the basin has sufficient storage to weather future dry times, it also has reduced storage space to receive additional inflows (SBCWD 2012, pg. 15). Current groundwater storage is sufficient to accommodate several successive dry years with negative water budgets, and the capacity for groundwater recovery in subsequent wet years is sufficient to balance moderate increases in groundwater pumping without causing long-term overdraft (SBCWD 2012, pg. 27).

The proposed project would result in approximately 353,200 square feet of new impervious surface area. Runoff generated from this new impervious area would be captured and conveyed to an on-site stormwater retention/infiltration basin, where runoff would be allowed infiltrate back into the groundwater aquifer. This would ensure that the proposed project does not interfere with groundwater recharge and would be consistent with General Plan Policies CSF 3.1 and 3.5. Because of the proposed drainage system, along with the SBCWD's determination that the groundwater basin has sufficient levels of storage, the development of the project would not result

in the substantial depletion of groundwater supply or interfere with groundwater recharge. As such, this is considered a **less than significant impact**.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

f) Otherwise substantially degrade water quality?

The City of Hollister is located in the Pajaro River watershed. The watershed covers approximately 1,300 square miles and spans four counties: San Benito, Santa Clara, Santa Cruz, and Monterey. The watershed is bounded by the Santa Cruz Mountains to the north and the Gabilan Range to the south. Its main tributaries are Corralitos, Uvas, Llagas, San Benito, Pacheco, and Santa Ana creeks. These tributaries and many others converge and provide water to the Pajaro River, which drains into Monterey Bay.

There are two significant surface water features in the City of Hollister Planning Area: the San Benito River and Santa Ana Creek. The principal drainage system in the project area is the San Benito River. The main channel of the San Benito River is approximately one-quarter mile southwest of the project site. The streambed is usually dry during the summer, as the Central Coast receives almost all of its rain during the winter. Currently a majority of the rainfall on the project site infiltrates and recharges the groundwater basin. Any additional runoff that does not infiltrate flows into the San Benito River (Hollister 1999, pg. VI.B-2).

The project site is relatively level and does not contain any existing waterways. As previously noted, the proposed project would result in approximately 353,200 square feet of new impervious surface area, which would permanently alter the existing drainage pattern on the project site; however, a majority of the runoff generated on the project would be retained on-site and allowed to recharge the groundwater aquifers. Runoff generated on-site during and after construction may contain urban contaminants that could degrade water quality.

Urban runoff and other non-point source discharges are regulated by the 1972 Federal Clean Water Act (CWA), through the National Pollutant Discharge Elimination System (NPDES) permit program established by the EPA. The NPDES General Permit for small MS4s is overseen by the Regional Water Quality Control Board (RWQCB) and requires the development of a management plan that discusses existing and proposed programs that will protect water quality by reducing or eliminating pollutant runoff from entering local water bodies. The City of Hollister has developed a Storm Water Management Plan (SWMP) in order to fulfill the requirements of the Phase II NPDES General Permit for discharges of stormwater from Small Municipal Separate Storm Sewer Systems.

Construction Impacts

During construction, soil would be disturbed and exposed, which could result in sediment entering the storm drain system. Runoff generated during construction can also contain contaminants from cleaning solvents and leaking fluids from construction equipment being used during project construction. Section 17.16.140(C)(3) of the City of Hollister Municipal Code requires the project applicant to prepare a stormwater pollution prevention plan (SWPPP) for review and approval by

the City. The SWPPP is required to include best management practices (BMPs), which specify how the applicant will protect water quality during and after construction. BMPs during construction typically include, but are not limited to, scheduling earthwork to occur during the dry season to prevent runoff erosion, protecting drainages and storm drain inlets from sedimentation with berms or filtration barriers, and installing gravel entrances to reduce tracking of sediment onto adjoining streets. These BMPs would be consistent with General Plan Policies CSF 3.2 and 3.7. Therefore, the runoff generated on the project site during construction would not result in substantial erosion or siltation, or otherwise degrade water quality.

Post-Construction Impacts

Sources of post-construction urban contaminants typically include surface parking areas and driveways, refuse storage areas, and planting areas where pesticides and fertilizers are used. Pollutants from these areas can potentially be washed into the storm drain system during storm events, thereby impacting surface water quality. Section 17.16.140(A) of the Hollister Municipal Code requires all development projects within the city to be designed to detain stormwater runoff on-site in order to prevent contaminated stormwater from entering the City's storm drain system. Project applicants are required to obtain an Administrative Drainage Permit from the City of Hollister Engineering Division by submitting a stormwater drainage plan that incorporates measures designed to retain stormwater on-site. In accordance with the Municipal Code, specific measures to be incorporated into the plan may include, but are not limited to:

1. Drainage from roof gutters from residential, commercial, industrial, public, and other buildings including accessory structures shall be directed to rain gardens, landscape areas, vegetative swales, or retention or detention ponds approved by the City Engineering Department.
2. The use of multi-use stormwater management facilities including recreation areas, and permeable paving in interior pedestrian areas, patios, or plazas is encouraged.

The project proposes construction of new storm drainage infrastructure on the project site. The proposed infrastructure includes 18- and 24-inch pipelines within the public rights-of-way, which would capture and convey runoff generated on the pavement, driveways, sidewalks, 81 single-family rooftops, and within the remainder lot. The pipelines would convey runoff to a retention/infiltration basin on Parcel B. The basin has been designed to retain the amount of runoff generated during a 100-year storm event for a 24-hour period, which would be equivalent to approximately 3.8 acre-feet of runoff. Sediment carried in the runoff would be allowed to settle, which would be consistent with General Plan Policies CSF 3.2, 3.5, and 3.7.

A riser is proposed to be connected to a 24-inch pipeline that would allow overflow to be conveyed to the existing 54-inch storm drain located in San Benito Street in the event of a larger than 100-year storm event, which would ensure that the proposed project does not result in flooding on- or off-site. The conceptual drainage infrastructure is shown in **Figure 4d.** According to stormwater calculations prepared by Whitson Engineers (see Figure 4d), the proposed project would require a volume of 0.6 acre-feet in order to retain and improve the water quality of runoff generated on-site.

The proposed drainage plans would be subject to City review and approval prior to issuance of a permit to ensure that the basin is designed to comply with Provision C-3 of the City's NPDES permit, which requires a capture rate of 80 percent or better, and with General Plan Policy CSF 3.1.

Since the project includes storm drainage pipelines and retention basins on-site that would be subject to the City's review and approval to ensure compliance with the Municipal Code and NPDES permit requirements, the runoff generated on the project site post-construction would not result in substantial erosion or siltation, generate polluted runoff, or otherwise degrade water quality or result in flooding. The project would have a **less than significant impact.**

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel #06069C0185D, the project site is located in Zone X. Zone X is described as an "area of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level" by FEMA. Therefore, the proposed project would not place housing or structures within the 100-year flood hazard area, consistent with General Plan Policy HS 1.9. This would be considered a **less than significant impact**.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

The San Benito River is located near the project site. Approximately 43 miles upstream is the Hernandez Dam, which was constructed in 1962 and is managed by the San Benito County Water District. The Hernandez Reservoir has the capacity to hold 18,000 acre-feet of water and has a drainage area of 85 square miles. Based on the project site's proximity to the dam and the topography between the project site and the dam, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding from dam failure. Therefore, this would be considered a **less than significant impact**.

j) Inundation by seiche, tsunami, or mudflow?

Seiches and tsunamis are the result of waves of bodies of water created by earthquakes. It is unlikely that seiches would cause an impact on the proposed project since there are no large water bodies in the vicinity of the project site. Since the project site is relatively flat, no mudflow impacts on the proposed project would occur. Therefore, inundation caused by seiche, tsunami, or mudflow would have **no impact**.

10. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐

DISCUSSION OF IMPACTS

a) Physically divide an established community?

The project proposes to subdivide land designated for low-density residential land uses. The proposed land uses are consistent with existing land uses to the north, east, and west and designated land uses to the south. Therefore, the proposed project is not anticipated to disrupt or divide an existing community or neighborhood, as the project site is located adjacent to existing and future residential areas. The project would have **no impact** in this area.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

According to the Hollister General Plan Land Use Plan map (2009a), the project site is designated for Low Density Residential land uses. According to the Hollister Zoning Map (2010), the project site is designated at R1-L/PZ (Single Family Residential Performance Overlay [1–8 units per net acre]). On June 24, 2009, the City's Planning Commission granted 175 housing allocations for the project site (PC Resolution No. 2009-12) in accordance with the Growth Management Ordinance (Chapter 16.64 of the Municipal Code). The applicant requested and was granted six additional housing unit allocations by the City of Hollister City Council at its regular meeting of September 16, 2013 per City Council Resolution No. 2013-145.

One of the five intents of the City's Growth Management Ordinance is "to encourage a rate of residential growth within the city which will not exceed the city's ability to provide adequate and efficient public services, including sewer, water, police, fire, streets, parks, general administration and maintenance of public facilities, or the ability of the local economy, including the city's financial capacity, to support such growth, maintain and improve the quality of the environment considering the city's natural setting, including water courses, viable agricultural/open lands, recreational, historic and scenic areas…" The proposed project currently includes a Tentative Map for 81 single-family residential lots with one remainder lot (Lot #82) for the future development of 100 multi-family units, resulting in a total of 181 housing units on the project site. The proposed Tentative Map is consistent with its housing allocations; therefore, is consistent with the Growth Management Ordinance.

In addition to the Growth Management Ordinance, several applicable policies in the General Plan aim to avoid or mitigate environmental effects on agriculture (Policies OS2.1 and OS2.4), air quality (Policies NRC 2.2, 2.3, and 2.4), biological resources (Policy NRC 1.7), geology and soils (Policies CSF 3.2, HS 1.4, 1.5, and 1.6), hazards and hazardous materials (Policies HS 1.2 and 1.12), hydrology and water quality (Policies CSF 2.7, 3.5, 3.7, and HS 1.9), noise (Policy HS 3.1), public services (Policies CSF 4.7, 4.8, 4.12, and HS 1.1), transportation/circulation (Policies C 2.3, 3.1, HS 1.11 and 2.4), and utilities (Policies CSF 1.1, 1.2, 1.3, 1.7, 2.3, 2.4, 2.5, 2.6, and 3.1), which are addressed in the respective sections of the Initial Study. Policies that aim to reduce energy consumption (Policies NRC 3.1, 3.3, and 3.4) are addressed under subsection 7, Greenhouse Gas Emissions.

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11. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

DISCUSSION OF IMPACTS

Refer to discussion in Section E, Environmental Factors Potentially Affected above.

12. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the general plan or noise ordinance, or applicable standards of other agencies?	☐	■	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	■	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels?	☐	☐	☐	■
f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

DISCUSSION OF IMPACTS

The intensity of environmental noise fluctuates over time, and several descriptors of time-averaged noise levels are typically used. For the evaluation of environmental noise, the most commonly used descriptors are L_{eq}, L_{dn}, and CNEL. The energy-equivalent noise level, L_{eq}, is a measure of the average energy content (intensity) of noise over any given period. Many communities use 24-hour descriptors of noise levels to regulate noise. The day-night average noise level, L_{dn}, is the 24-hour average of the noise intensity, with a 10 dBA "penalty" added for nighttime noise (10 p.m. to 7 a.m.) to account for the greater sensitivity to noise during this period. CNEL, the community equivalent noise level, is similar to L_{dn} but adds an additional 5 dBA penalty for evening noise (7 p.m. to 10 p.m.) Common noise descriptors are summarized in **Table 12-1**.

A noise impact analysis was prepared by Ambient Air Quality & Noise Consulting in October 2013. This noise analysis was prepared consistent with General Plan Policy HS 3.1, which requires an evaluation of mitigation measures for a project that causes the L_{dn} to increase 3 dBA or more, that results in an L_{dn} greater than 60 dBA, where the L_{dn} already exceeds 60 dB(A), and/or has the potential to generate significant adverse community response.

TABLE 12-1
COMMON ACOUSTICAL TERMS AND DESCRIPTORS

Descriptor	Definition
Decibel (dB)	A unit-less measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to referenced sound pressure amplitude. The reference pressure is 20 micro-pascals.
A-Weighted Decibel (dBA)	An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
Energy Equivalent Noise Level (L_{eq})	The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value (in dBA) is calculated.
Minimum Noise Level (L_{min})	The minimum instantaneous noise level during a specific period of time.
Maximum Noise Level (L_{max})	The maximum instantaneous noise level during a specific period of time.
Day-Night Average Noise Level (DNL or L_{dn})	The 24-hour L_{eq} with a 10 dBA "penalty" for noise events that occur during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is "added" to noise events that occur in the nighttime hours to account for increases sensitivity to noise during these hours.
Community Noise Equivalent Level (CNEL)	The CNEL is similar to the L_{dn} described above, but with an additional 5 dBA "penalty" added to noise events that occur between the hours of 7:00 p.m. to 10:00 p.m. The calculated CNEL is typically approximately 0.5 dBA higher than the calculated L_{dn}.

Source: Ambient 2013

a) Exposure of persons to or generation of noise levels in excess of standards established in the general plan or noise ordinance, or applicable standards of other agencies?

The proposed development of 181 new residential units has the potential to result in increased short- and long-term noise levels. Short-term construction and long-term operational noise impacts associated with the proposed project are discussed separately below.

Short-Term Noise Impacts

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, and paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Although noise ranges are generally similar for all construction phases, the initial site preparation phase tends to involve the most heavy-duty equipment having a higher noise-generation potential. Noise levels associated with individual construction equipment are summarized in **Table 12-2.**

TABLE 12-2
TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Typical Noise Level (dBA L_{max}) 50 feet from Source
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	85
Truck	88
Paver	89
Pneumatic Tool	85
Roller	74
Saw	76

Source: Ambient 2013

As depicted in **Table 12-2**, noise levels generated by individual pieces of construction equipment typically range from approximately 74 dBA to 89 dBA at 50 feet (Ambient 2013). Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Average-hourly noise levels associated with road improvement projects can vary, reaching levels of up to approximately 83 dBA L_{eq} at 50 feet, depending on the activities performed. Short-term increases in vehicle traffic, including worker commute trips and haul truck trips, may also result in temporary increases in ambient noise levels at nearby receptors.

Noise-sensitive land uses in the project area include residential dwellings. For residential land uses, activities occurring during the more noise-sensitive nighttime hours would be of particular concern given the potential for increased levels of sleep disruption to occupants of nearby residential dwellings. Construction activities occurring on Sundays may also interfere with services conducted at the nearby First Presbyterian Church of Hollister. The proposed project, however, does not identify daily or hourly restrictions for construction activities. As a result, noise-generating construction activities would be considered to have a potentially significant short-term noise impact to occupants of nearby residential land uses.

Mitigation Measure

MM 12-1 The project applicant shall adhere to the following measures:

a. Unless otherwise provided for in a validly issued permit or approval, construction activities shall be consistent with Section 17.16.100 of the Hollister Municipal Code, which limits hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Construction activities shall not occur on Sundays or City-recognized holidays.

b. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

c. On-site equipment staging areas shall be located at the farthest practical distance from nearby noise-sensitive land uses.

With implementation of the above mitigation measure, this impact would be considered **less than significant**.

Long-Term Noise Impacts

Long-term increases in noise levels associated with the proposed project would be primarily associated with the installation of a proposed wastewater pump station and increased vehicle traffic along area roadways. Noise levels and impacts associated with these sources are discussed in greater detail below.

Wastewater Pump Station

The proposed project will require installation of a wastewater pump station. The pump station will be located in the emergency access/open space corridor near the northern boundary of the project site. The size and design of the pump station has not yet been determined. Depending on the type and size of the pumps required, operational noise levels can vary, typically ranging from approximately 65 to 90 dBA L_{eq} at 3 feet. In some instances, pumps may be located below the ground surface or enclosed, which can substantially reduce detectable operational noise levels.

In accordance with City of Hollister noise ordinance requirements, operational noise levels at the nearest existing and proposed residential uses are not to exceed 55 dBA L_{eq} during daylight hours and 50 dBA L_{eq} after sunset. Depending on the exact design and location of the proposed pump station, operational noise levels could potentially exceed the City's noise standards. As a result, this impact is considered potentially significant.

Mitigation Measure

MM 12-2 The City shall require an acoustical assessment to be prepared prior to approval of final maps and construction of the proposed pump station. Based on the proposed design, the acoustical assessment shall evaluate operational noise levels of the pump station in comparison to the applicable City noise standards (i.e., 55 dBA L_{eq} during daylight hours and 50 dBA L_{eq} after sunset). Where the acoustical assessment determines that operational noise levels would exceed the applicable City noise standards, noise reduction measures shall be incorporated into the design sufficient to achieve compliance with these noise standards. Such measures may include, but are not limited to, changes in equipment specifications or incorporation of equipment enclosures.

With implementation of the above mitigation measure, this impact would be considered **less than significant**. Should the pump station be located in a different area, the mitigation measure **MM 12-2** would apply.

Predicted Increases in Traffic Noise Levels

The City's General Plan (2005a) identifies an exterior noise standard of 60 dBA L_{dn} for residential land uses. Noise mitigation measures are required for projects that would result in a substantial increase (i.e., 3 dBA or greater) in ambient noise levels that would exceed the City's exterior noise level of 60 dBA L_{dn} for residential land uses.

Traffic noise levels for roadways primarily affected by the proposed project were calculated using the Federal Highway Administration (FHWA) Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for both existing and background conditions, with and without project implementation, based on traffic volumes obtained from the traffic analysis prepared for the project. Background conditions include existing traffic plus traffic generated by approved developments in the vicinity of the project site. Predicted traffic noise levels are summarized in **Table 12-3**.

TABLE 12-3
PREDICTED INCREASE IN TRAFFIC NOISE LEVELS

Roadway Segment	L_{dn}/CNEL (dBA) at 50 Feet from Near-Travel-Lane Centerline			
	Without Project	With Project	Increase [1]	Substantial Increase?
Existing Conditions				
Southside Road, San Benito Street to Nora Drive (Future)	N/A	49.72	N/A	N/A
San Benito Street, North of Cienega Road	64.67	65.10	0.43	No
San Benito Street, South of Cienega Road	65.13	65.46	0.33	No
Cienega Road, North of San Benito Street	48.38	49.35	0.97	No
Southside Road, West of Ladd Lane	44.28	49.84	**5.56**	**Yes**
Paul Drive, West of Ladd Lane	47.96	49.29	1.33	No
Cushman Street, South of Nash Road	49.12	49.29	0.17	No
Background Conditions [2]				
Southside Road, San Benito Street to Nora Drive (Future)	N/A	49.72	N/A	N/A
San Benito Street, North of Cienega Road	64.76	65.18	0.42	No
San Benito Street, South of Cienega Road	65.22	65.54	0.32	No
Cienega Road, North of San Benito Street	48.38	49.35	0.97	No
Southside Road, West of Ladd Lane	44.28	49.84	**5.56**	**Yes**
Paul Drive, West of Ladd Lane	47.96	49.29	1.33	No
Cushman Street, South of Nash Road	49.12	49.29	0.17	No

Source: Ambient 2013

Traffic noise levels were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108) using California Vehicle Noise Reference Energy Mean Emission Levels and traffic volumes derived from the traffic analysis prepared for this project.

1. *In accordance with the City's General Plan, increases of greater than 3 dBA would be considered substantial. Substantial increases in ambient noise levels that also exceed the City's exterior noise standard of 60 dBA L_{dn} would be considered to have a potentially significant impact. Predicted substantial increases in traffic noise levels are depicted in bold font.*

Background Conditions: Includes existing traffic plus traffic generated by approved developments in the vicinity of the project site.

As depicted in **Table 12-3**, implementation of the proposed project would not result in a substantial increase in traffic noise levels along most area roadways. However, a substantial increase in traffic noise level is predicted to occur along Southside Road, west of Ladd Lane. With implementation of the proposed project, traffic noise levels along the existing portion of this roadway are predicted to increase by approximately 5.6 dBA. With project implementation, predicted traffic noise levels along this roadway, including the proposed future extension between Nora Drive and San Benito

Street, would be approximately 50 dBA L_{dn}. Although implementation of the proposed project would result in a substantial increase in traffic noise levels along the existing portion of Southside Road, predicted traffic noise levels would not exceed the City's noise standard of 60 dBA L_{dn}. As a result, this impact is considered **less than significant**.

Land Use Compatibility

Predicted traffic noise levels were quantified for future cumulative conditions using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108) based on traffic data obtained from the traffic analysis prepared for this project. Predicted traffic noise levels were quantified at the property line of the primarily affected proposed residential lots and compared to the City's exterior noise standard of 60 dBA L_{dn} for determination of land use compatibility. Based on the modeling conducted, predicted traffic noise levels would range from approximately 56 dBA L_{dn} at proposed residential lots located along the future extension of Southside Road (i.e., Lots 25–34) to approximately 61–62 dBA L_{dn} at proposed residential lots located adjacent to Cienega Road (i.e., Lots 1, 71,and 72). Predicted traffic noise levels were highest for lots located along Cienega Road, due to the combined contribution from vehicle traffic on Cienega Road and San Benito Street. Predicted future cumulative noise levels are depicted in **Figure 12-1**.

Based on the modeling conducted, predicted future cumulative traffic noise levels at lots located along the western boundary of the project site, adjacent to Cienega Road, would exceed the City's exterior noise standard of 60 dBA L_{dn}. As a result, this impact is considered potentially significant.

Proposed Future Multi-Family Residential

The proposed future multi-family residential development is located within the southwest portion of the project site. Detailed site plans are not currently available for the proposed development. As a result, a detailed noise assessment for the proposed multi-family residential development cannot be conducted at this time. However, based on the traffic noise modeling conducted, predicted future traffic noise levels at locations nearest the adjacent segment of San Benito Street could reach levels of approximately 72 dBA L_{dn}. Because predicted traffic noise levels at future multi-family residential could exceed the City's exterior noise standard of 60 dBA L_{dn}, this impact would be considered **potentially significant**.

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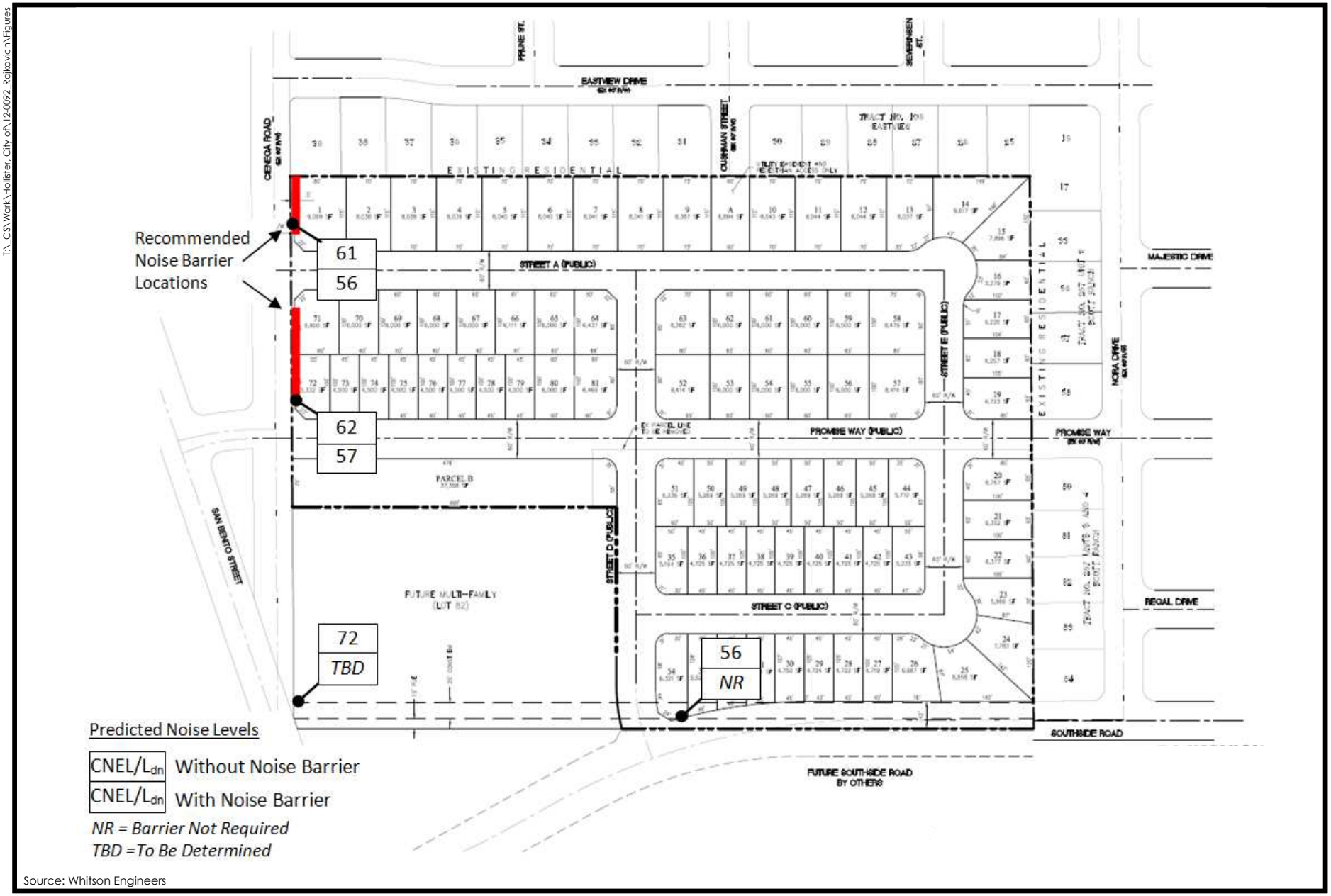

Source: Whitson Engineers

NOT TO SCALE

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Figure 12a

Predicted Future Cumulative Exterior Noise Levels and Recommended Noise Barrier Locations

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Mitigation Measures

MM 12-3a The following measures shall be implemented for the proposed single-family residential development:

1) A sound barrier shall be constructed sufficient to shield proposed residential structures and rear-yard areas of lots located along the western boundary of the project site, adjacent to Cienega Road (Lots 1, 71 and 72). The barrier shall be constructed to a minimum height of 6 feet above the proposed residential pad elevation. The barrier shall be constructed of masonry block, wood or material of similar density and usage, with no air gaps between construction materials or at the base of the barrier. Joints between construction materials shall be caulked. Construction materials selected shall meet a minimum combined surface weight of 2.5 pounds per square foot. If wood barriers are used, construction techniques shall be employed to prevent future air gaps from occurring due to weathering and material shrinkage. Such methods may include the use of overlapping panels, board and batten, or tongue-and-grove techniques. Recommended noise barrier locations are depicted in **Figure 12-1a**.

2) The installation of mechanical ventilation/HVAC systems shall be required for proposed residential dwellings to allow windows and doors to remain closed during inclement weather conditions and to maintain acceptable interior noise levels.

MM 12-3b The following mitigation measure shall be implemented for the proposed future multi-family residential development:

1) The City shall require an acoustical assessment to be prepared prior final map approval and construction of the proposed multi-family residential development. The acoustical assessment, based on its ultimate design, shall evaluate exterior noise exposure of proposed residential structures and outdoor activity areas in comparison to the applicable City noise standard of 60 dBA L_{dn}. Interior noise levels shall also be evaluated in accordance with Title 24 of the California Code of Regulations requirements, which establish an interior noise level limitation of 45 dBA CNEL for occupied spaces. Where the acoustical assessment determines that exterior or interior noise exposure levels would exceed applicable noise standards, noise-reduction measures shall be incorporated sufficient to achieve compliance with the noise standard. Such measures may include, but are not limited to, changes in site/building design and/or incorporation of noise barriers to meet city standards.

With implementation of the above mitigation measure predicted future traffic noise levels at single-family residential lots located along the western boundary of the project site, adjacent to Cienega Road (Lots 1, 71 and 72), would be reduced to approximately 57 dBA L_{dn}. In addition, a noise assessment will also be required for future development of the proposed multi-family residential development. Predicted traffic noise levels at proposed residential lots, with mitigation, would not exceed the City's exterior noise standard of 60 dBA L_{dn}. This impact would be considered **less than significant**.

b)* Exposure of persons to or generation of excessive groundborne vibration or groundborne *noise levels?

Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction activities associated with the proposed project would likely require the use of various off-road equipment, such as tractors, concrete mixers, and haul trucks. The use of major groundborne vibration–generating construction equipment, such as pile drivers, is not anticipated to be required for this project.

Groundborne vibration levels associated with representative construction equipment are summarized in **Table 12-4**.

TABLE 12-4
REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Peak Particle Velocity at 25 Feet (In/Sec)
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozers/Tractors	0.003

Source: Ambient 2013

Based on the vibration levels presented in **Table 12-4**, ground vibration generated by construction equipment would not be anticipated to exceed approximately 0.08 inches per second peak particle velocity (ppv) at 25 feet. Predicted vibration levels at the nearest on- and off-site structures would not exceed the minimum recommended criteria for structural damage and human annoyance (0.2 and 0.1 inches per second ppv, respectively). As a result, this impact would be considered **less than significant.**

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed in Issue a), implementation of the proposed project would not result in a substantial permanent increase in ambient noise levels that would exceed applicable noise standards. As a result, this impact is considered **less than significant**. Refer to Issue a) for additional discussion of short- and long-term noise impacts attributable to the proposed project.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed in Issue a), noise-sensitive land uses in the project area include residential dwellings. For residential land uses, activities occurring during the more noise-sensitive nighttime hours would be of particular concern given the potential for increased levels of sleep disruption to occupants of nearby residential dwellings. The proposed project, however, does not identify hourly restrictions for construction activities. As a result, noise-generating construction activities would be considered to have a potentially significant short-term noise impact to occupants of nearby residential land uses. With implementation of mitigation measure **MM 12-1**, this impact would be considered **less than significant**. Refer to Issue a) for additional discussion of short- and long-term noise impacts attributable to the proposed project.

e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels? And/or

f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?

No private or public airports are located within 2 miles of the project site. The nearest airport is Hollister Municipal Airport, which is located approximately 3.5 miles north of the project site. The project site is not located within the projected noise contour zones of this nearest airport. There would be **no impact.**

13. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	■	☐
b) Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

DISCUSSION OF IMPACTS

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Hollister currently (2013) has 10,584 housing units and an average household size of 3.54 persons per household (DOF 2013). Development of the proposed project would increase the number of housing units in the city, which would correspondingly increase the city's population. While some of the new residents to the project would likely come from the existing population of Hollister, the actual number of these persons cannot be determined. As such, it is assumed for the analysis that all future residents of the proposed project will be new to Hollister. Based on the proposed 181 dwelling units and the average household size of 3.54 persons per household (DOF 2013), the proposed project would result in an increase in population of approximately 641 persons (181 du x 3.54 persons per household = 640.7 persons). This increase in population was previously considered and disclosed as a significant and unavoidable impact during the environmental review process for the Hollister General Plan.

According to the General Plan EIR (2005b), Hollister was projected to have a population of 44,790 persons by 2010 and 55,192 persons by 2023. According to the California Department of Finance (DOF) (2013), the population is currently 35,738, which is approximately 20 percent less than the General Plan anticipated in 2010 and 35 percent less than anticipated by 2023. The proposed project's potential population increase (641 persons) represents a 1.8 percent increase in growth over the existing population. This is slightly greater than the 1.0 percent increase in growth observed between January 1, 2012, and January 1, 2013. Since the existing growth is less than originally anticipated and was disclosed as a significant impact during the environmental process for the General Plan EIR, the proposed project would not be considered to substantially induce population growth. This would be considered a **less than significant impact**.

b) Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?

There are no existing structures on the project site; therefore, the proposed project would have **no impact** on existing housing or people.

14. PUBLIC SERVICES

Would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	■	☐
b) Police protection?	☐	☐	■	☐
c) Schools?	☐	☐	■	☐
d) Parks?	☐	☐	■	☐
e) Other public facilities?	☐	☐	☐	■

DISCUSSION OF IMPACTS

In this subsection, the proposed project will be evaluated for its impact on existing City of Hollister fire, police, schools, and governmental and emergency services. Fire and police protection to the project site is provided by the Hollister Fire Department and the Hollister Police Department, respectively. The project is located in the Hollister School District and San Benito High School District service areas. Parks and recreation facilities in the city are the responsibility of the Hollister Recreation Division.

a) Fire protection?

Fire protection and first responder emergency medical services for the project site are provided by the Hollister Fire Department (HFD). The HFD has two stations: Station #1 is located at 110 5th Street and has one engine company and one truck company; and Station #2 is located at 1000 Union Road and has one engine company (HFD 2013).

The design of future development on the project site would be subject to the California Building Code and review and approval by the Hollister Fire Department, which would ensure the proposed project is adequately designed to minimize risks associated with fire consistent with General Plan Policy CSF 4.12.

Although the proposed project may pose additional financial costs or service demands to fire department personnel or equipment, this is not an environmental issue but rather a fiscal issue for the City. The City collects fire impact fees to offset the financial burden that new development would create. As far as CEQA is concerned, the project will not cause the construction of new or altered fire facilities; therefore, no environmental effects will occur.

Service response time is the accepted standard in determining whether a project may result in the need for new fire facilities. HFD's response time goal is 3 minutes. HFD Station #2 is located less

than a mile from the project site, which enables a response time of less than 3 minutes. Therefore, the proposed project would not exceed the capability of the HFD consistent with General Plan Policies CSF 1.1 and 4.8. This would be considered a **less than significant impact**.

b) Police protection?

The Hollister Police Department (HPD) would provide police protection services to the project site. The police station is located at 395 Apollo Way.

General Plan Policy CSF 4.7 requires that development does not exceed the capability of the police department to provide an adequate level of police protection. The accepted standard in determining an adequate level of police project is the ratio of the number of officers to residents. The HPD has a service ratio standard of one officer per 1,000 residents. The development of the project would increase the city's population by an estimated 641 persons. Based on the current police service ratio, the proposed project would result in the need for one new officer. The City collects a police development impact fee to offset the financial burden new development would cause to the HPD; therefore, an increased need for staff or equipment is not an environmental issue but rather a budget issue for the City. The addition of one officer to serve the project would not require the HPD to construct new or alter existing police facilities. Therefore, the project would have a **less than significant impact** on police facilities

c) Schools?

Residents of the project would attend schools in the Hollister Elementary School District and the San Benito High School District. The Hollister Elementary School District serves a student population of about 5,600 in five elementary schools (K–6), a K–8 school, two middle schools (7–8), a Dual Language Immersion Academy (K–6, Spanish/English), and an Accelerated Achievement Academy (4–8) (HSD 2013). The San Benito High School District serves one school, San Benito High School, which had a student population of 2,864 in the 2011/12 school year (SBHSD 2013, pg. 2). As shown in **Table 14-1**, the student generation rates average approximately 0.82 students per household. Based on this student generation rate and the proposed 181 residential units, the proposed project would result in the generation of approximately 149 school-age children (65 elementary school students, 31 middle school students, and 53 high school students).

TABLE 14-1
ESTIMATED STUDENT GENERATION RATES

Grade	Student Population[1]	Percentage of Total Student Population	Number of Housing Units[2]	Student Generation Rate[3]
K-5	3,786	43.6	4,615	0.820
6-8	1837	21.1	2,233	0.823
9-12	3,069	35.3	3,736	0.821
	8,692	100	10,584	

Source: CDE 2013; DOF 2012
Notes:
1. *Student population based on 2012–2013 enrollments for the Hollister Elementary School District and the San Benito High School District.*
2. *Average number of housing for each grade was calculated based on the 2012 total housing units in Hollister multiplied by the percentage of student population.*
3. *Student generation was calculated based on the student population per grade grouping divided by the number of housing units for each grade grouping.*

While the proposed project would increase the student population in the city, which may require additional school facilities, Section 65995(h) of the California Government Code has been adopted by the state to mitigate any school facilities impacts. Section 65995(h) states that the payment of statutory fees "…is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities." For this reason, development of the project would have a **less than significant impact** related to school facilities

d) Parks?

Hollister has a wide variety of parks and recreation facilities located throughout the city. According to the Park Facilities Master Plan (Hollister, n.d.), there are 96.5 acres of parkland in Hollister, which include five mini-parks, five neighborhood/school parks, one community park, four special use facilities, and one county park. General Plan Policy CSF.4.4 and Municipal Code Chapter 16.55 identify the park and recreation standards for the city as 4 acres of developed parks and recreational facilities for every 1,000 residents in the Hollister Planning Area. According to the Park Facilities Master Plan and the General Plan, there are 4.1 acres of parkland provided per resident with the inclusion of the 35-acre Veterans Memorial Park, which is owned and operated by the County (Hollister 2005a).

The proposed project would potentially result in an increase in population of approximately 641 persons, which would result in an increased demand for 2.56 acres of additional parkland. The project applicant would be required to contribute its fair share toward new park facilities through payment of park impact fees, consistent with General Plan Policy CSF 1.2. Additionally, the City has identified sites for the development of new parks, the construction of which would subject to subsequent project-level environmental review. While the project would result in the additional need for 2.56 aces of parkland, payment of park impact fees is sufficient mitigation, particularly since the City has identified sites for new facilities. As such, the proposed project would have a **less than significant impact** on park facilities.

e) Other public facilities?

The proposed project is not anticipated to result in the need for other additional city or governmental facilities, the construction of which would result in environmental impacts. Therefore, **no impacts** associated with the construction of public facilities are anticipated to result due to the proposed project.

15. RECREATION

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that the substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■

DISCUSSION OF IMPACTS

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that the substantial physical deterioration of the facility would occur or be accelerated?

As discussed in the previous section under subsection 14, Public Services (parks), development of the project would increase the population in the city, which would result in a greater demand for park and recreation facilities. The increase in park and recreation users may increase the potential for deterioration to existing facilities. However, these facilities are maintained by the City of Hollister. The project would be required to pay all park impact fees, which are used to assist in the development and maintenance of new or additional parks and recreation faculties. As such, the proposed project would have a **less than significant impact** on existing park facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The project does not include any recreation facilities or require the construction or expansion of these facilities. The project would have **no impact** in this area.

16. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	■	☐
b) Conflict with an applicable congestion management program, including but not limited to level of service standards established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	■	☐
e) Result in inadequate emergency access?	☐	☐	■	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	■	☐	☐

DISCUSSION OF IMPACTS

In October 2013, Hexagon Transportation Consultants completed a transportation impact analysis (TIA) for the proposed project (see **Appendix G** for the complete TIA). This analysis was completed in order to determine the potential impacts the proposed project would have on the existing and future transportation system in the city, as well as provide mitigation to remove any identified impacts.

Traffic conditions were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic generally falls within the 7:00 to 9:00 AM period, and the weekday PM peak hour is typically in the 4:00 to 6:00 PM period. It is during these times that the most congested traffic conditions occur on an average day.

The following study intersections and roadway segments were evaluated:

Study Intersections

1. San Benito Street and Nash Road [CT] (Signalized)[2]
2. Cienega Road and Nash Road [CT] (Unsignalized)
3. Cushman Street and Nash Road [CT] (Unsignalized)
4. Ladd Lane and Tres Pinos Road [CT] (Signalized)
5. Ladd Lane and Hillock Drive (Unsignalized)
6. Ladd Lane and Paul Drive (Unsignalized)
7. Ladd Lane and Talbot Drive (Unsignalized)
8. Ladd Lane and Southside Road (Unsignalized)
9. San Benito Street and Union Road [SBC] (Signalized)
10. San Benito Street and Cienega Road [SBC] (Unsignalized)
11. San Benito Street and Southside Road (Future Intersection)

Roadway Segments

1. Cienega Road, between Nash Road and San Benito Street
2. Cushman Street, between Nash Road and Eastview Drive
3. Nora Drive, between Eastview Drive and Mary Drive
4. Paul Drive, between Nora Drive and Ladd Lane

Study Scenarios

Scenario 1: Existing Conditions. Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts.

Scenario 2: Existing plus Project Conditions. Existing plus project conditions were represented by traffic volumes, with the project, on the existing roadway network. Traffic volumes with the project were estimated by adding to existing traffic volumes the traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Scenario 3: Background Conditions. Background conditions were represented by adding trips from approved development projects to existing peak-hour traffic volumes.

Scenario 4: Background plus Project Conditions. Background plus project conditions were represented by traffic volumes, with the project, on the existing roadway network. Traffic volumes with the project were estimated by adding the traffic generated by the project to existing traffic volumes and trips from approved developments. Background plus project conditions were

[2] Intersections denoted with the superscript "CT" are currently under the jurisdiction of Caltrans, and intersections denoted with superscript "SBC" are currently under the jurisdiction of San Benito County. The remaining intersections are currently under the jurisdiction of the City of Hollister.

evaluated relative to background conditions in order to determine potential project impacts. This scenario provides the primary assessment of the project's true effect on the roadway system.

Scenario 5: Cumulative Conditions. Cumulative conditions represent future traffic volumes on the future transportation network that would result from traffic growth projected to occur due to proposed but not yet approved (pending) development projects.

DISCUSSION OF IMPACTS

a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards established by the county congestion management agency for designated roads or highways?

The following information was presented in the Hexagon Transportation Consultants TIA completed for the proposed project (see **Appendix G**).

The level of service (LOS) standard for intersections under the jurisdictions of the City of Hollister and Caltrans is LOS C. The level of service standard for intersections under the jurisdiction of San Benito County is LOS D. Traffic impacts at the study intersections were identified based on a level of service standard of C for all study intersections.

The results of the intersection level of service analysis under existing plus project and background plus project conditions are summarized in Tables ES 1 and ES 2 of the TIA. The results indicate that two unsignalized intersections currently operate and are projected to continue to operate at an unacceptable LOS D or worse during both the AM and PM peak hours. However, the results indicate that the addition of project traffic at both intersections would not significantly increase delay or cause the signal warrant to be met. Therefore, the project would not cause any significant impacts under existing plus project or background plus project conditions.

Under cumulative conditions, the TIA determined that the project would not create any significant impacts at any of the study intersections under cumulative conditions. Cumulative intersection improvements are not required. However, the proposed project would be required to pay traffic impact fees to ensure implementation of local and regional transportation system improvements consistent with General Plan Policy C3.1.

Because the TIA determined that the proposed project would not result in significant impacts to roadways or intersections in the area, this is considered a **less than significant impact**.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

According to the *Hollister Municipal Airport Comprehensive Land Use Plan* (Aries Consultants Ltd. 2001), the project site is not located within an airport safety zone or airport influence zone consistent with General Plan Policy HS1.11. The project's potential residents would not result in an increase in airport traffic levels or require the change in location of the airport. The proposed project would have **no impact** in this area.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Access to the site will be provided by new roadway connections to Promise Way, Cienega Road, and the future Southside Road extension. The site layout allows for continuous traffic circulation with no dead-end streets. Corner radii and street widths within the site appear to be sufficient to allow for the circulation of large design vehicles such as garbage trucks and fire trucks. Pedestrian facilities are provided on both sides of the road on all on-site roadways. Pedestrian connections are provided at each of the four intersections where on-site roadways intersect existing streets and the future Southside Road extension. All on-site roadways are required to be designed to City standards and are typical of streets found in a residential subdivision. Uses on these roadways would be those typically found in a residential neighborhood. The on-site roadways would not result in hazards due to a design feature or incompatible uses. Additionally, all recommended improvements to existing roadways would be required to be designed to City standards. Therefore, the proposed project would have a **less than significant impact** in this area.

e) Result in inadequate emergency access?

Access to the site will be provided by new roadway connections to Promise Way, Cienega Road, and the future Southside Road extension. The site layout allows for continuous traffic circulation with no dead-end streets. Corner radii and street widths within the site appear to be sufficient to allow for the circulation of large design vehicles such as fire trucks. The project design also includes an emergency access to the site at the end of Cushman Street. The design of future development on the project site would be subject to the California Building Code and review and approval by the Hollister Fire Department, which would ensure the proposed project is adequately designed to minimize risks associated with fire consistent with General Plan Policies CSF 4.12 and HS2.4. Therefore, the proposed project would have a **less than significant impact** regarding emergency access.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Bicycle and Pedestrian Circulation

The study area has a limited number of existing bicycle facilities. Currently, Class II bike lanes are provided on the following roadway segments.

- Ladd Lane, between Tres Pinos Road and Southside Road
- Southside Road (north side only), between Ladd Lane and Sunset Drive

San Benito Street, between Union Road and Nash Road, has a wide paved shoulder that can accommodate bicycle traffic, although there are no markings on this segment designating a bike lane.

Except for a segment on the west side fronting the high school, San Benito Street does not have sidewalks on either side between Union Road and Nash Road. Southside Road does not have a sidewalk on the south side, west of Ladd Lane. The west side of Ladd Lane, south of Southside Road, currently does not have a sidewalk. Cienega Road has sidewalks along both sides between Nash Road and Bundeson Drive. South of Bundeson Drive, sidewalks are provided along only the east side of Cienega Road. The project site plan shows that new sidewalks will be installed along both sides of Cienega Road along the project frontage and out to San Benito Street.

Implementation of the project would create additional demand for bicycle and pedestrian facilities in the study area. In order to ensure safe pedestrian and bicycle access is provided to major public facilities, schools, and employment centers consistent with General Plan Policy C2.3 the following mitigation measure has been provided. As such, this is considered to be a potentially significant impact.

Mitigation Measure

MM 16-1 The improvements on Promise Way and Southside Road shall be designed to be consistent with City roadway design standards. Sidewalks shall be installed on new portions of Promise Way and Southside Road along the project frontages. A bike lane shall be installed along the north side of Southside Road along the project frontage.

Implementation of the above mitigation measure would reduce impacts on bicycle and pedestrian circulation to a **less than significant level**.

Transit Service

There are currently three County Express bus lines (Blue, Green, and Red Lines), which operate in the vicinity of the project. Generally, the bus lines are routed in opposing directions and circle the central portion of the city. The nearest bus stops are located within a ¾-mile walking distance of the project site on Ladd Lane near Tres Pinos Road.

Because of the distance from the proposed project to the nearest bus stops, additional transit stops may be needed to serve future residents of the project. Currently, there are no bus stop facilities to serve the project site. This is considered a potentially significant impact.

Mitigation Measure

MM 16-2 The project frontage improvements should be designed with the potential future extension of transit services onto Southside Road in mind. To that end, project frontage improvements on Southside Road shall be designed to City of Hollister roadway design standards to accommodate transit vehicles as necessary in the future.

Implementation of the above mitigation would reduce impacts on transit services to a **less than significant level**.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	■	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	■	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	■	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	■	☐

DISCUSSION OF IMPACTS

The City of Hollister and existing purveyors would provide water, wastewater and storm drainage service to the project site. These agencies are responsible for monitoring performance and confirming capacities in existing systems. New development in Hollister is subject to General Plan policies that address water conservation, developer-based mitigation and funding, system performance, and feasible extension of systems as part of the development review process. Residential solid waste service is provided by Recology San Benito County.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Wastewater generated by the proposed project will be treated at the City's Water Reclamation Facility (WRF). The WRF treats domestic, commercial, and industrial wastewater in Hollister and produces reclaimed water for park irrigation, airport greenery, and groundwater recharge in accordance with Title 22 regulations.

The proposed project would connect to the existing sanitary sewer system and convey wastewater to the Water Reclamation Facility for treatment. The Water Reclamation Facility is required to comply with the requirements of the State Water Quality Control Board's (SWQCB) Revised WDR Order No. 00-020 and Central Coast Regional Water Quality Control Board's (RWQCB) Cease and Desist Order R3-2002-0105 as amended by Order No. R3-2005-0142. Therefore, the proposed project would not exceed the wastewater treatment requirements and would have a **less than significant impact**.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed project includes construction of new water and wastewater conveyance pipelines that will connect to the city's existing water and sanitary sewer systems. This will increase the demand on treatment facilities as discussed in more detail below. The *2010 Hollister Urban Area Urban Water Management Plan* was prepared by Todd Engineers in June 2011.

Potable Water

Domestic water service for the project will be provided by the City of Hollister. The City's Community Services Utilities Division is responsible for producing and distributing potable water for approximately half of Hollister, including the project site. The remaining portion of the city is serviced by the Sunnyslope County Water District. Potable water resources include imported water from the Central Valley Project (CVP) (approximately 20 percent) and groundwater (80 percent) pumped from the City's and the Sunnyslope County Water District's wells. All water is treated to meet state and federal standards. Groundwater resources are treated at the well, whereas surface water resources, including water from the CVP, are treated at the Lessalt Water Treatment Plant (WTP), which is owned by both the City and the Sunnyslope County Water District.

Since groundwater is treated at the well, treatment is limited by the well capacity and water quality within the aquifer. According to the 2012 water quality data approximately 2,670 acre feet of groundwater was pumped from the City's and the Sunnyslope County Water District's wells. Three wells have been taken out of commission due to water quality or collapse of infrastructure. There are plans to replace well number 3 on Fallon Road. The proposed project would not result in additional wells being constructed. However, the existing wells used by the City are estimated to have capacity to provide 2,056 acre-feet per year of water supply through 2030 (Todd Engineers 2012, Table 4-7). The water quality in the Gilroy-Hollister groundwater basin is highly mineralized and considered marginal quality for drinking and agricultural uses (Hollister 2012). The groundwater basin contains chemicals of concern such as boron, chloride, hardness, nitrate, and total dissolved solids (TDS). In addition to these chemicals of concern, new local chemicals, including perchlorate, metals, and volatile organic chemicals, have been introduced in more recent years, which are regulated by the RWQCB (Todd Engineers 2011). The water districts, water purveyors, and other agencies are examining ways to improve quality in these localized areas. Future treatment measures may be required at the well heads due to groundwater quality.

Imported water from the CVP is treated at the Lessalt WTP, which has a design capacity to treat 2,233 acre-feet per year (2 million gallons per day (mgd)); however, it has been unable to achieve its design capacity due to hydraulic constraints and treated water capacity issues. In 2010, the WTP produced 1,510 acre-feet (an average rate less than 1.3 mgd) for municipal supply, which represented 68 percent of the design capacity. In 2012, the WTP provided 656 acre-feet (0.58 mgd) of potable water, or 30 percent of the design capacity. There are planned improvements for the

Lessalt WTP to reach its design capacity of 2,230 acre-feet per year (2 mgd), which are anticipated to be completed by October 2014 (Golnik 2013). In addition, a new surface water treatment plant (West Hills) is planned, which will increase the treatment capacity by 6 mgd. This treatment plant is anticipated to have a capacity of 6 mgd but would have an initial treatment capacity of 4 mgd that is expandable to 7.5 mgd. The construction of the surface water treatment plant is anticipated to start in late 2014 with completion in 2016. These planned improvements would have the capacity to treat a total of 8 mgd (with potential 1.5 mgd capacity expansion), which would allow the City and the Sunnyslope County Water District to receive their full contract amount of CVP imported water (8,250 acre-feet per year/7.36 mgd).

Based on the 2012 groundwater well production (2,670 acre-feet per year) and the WTP treatment capacity (656.2 acre-feet per year), the water districts have the current capacity to treat a total of 3,326.2 acre-feet per year of potable water. On completion of WTP improvements, the water districts are anticipated to have the capacity to treat 10,640 acre-feet per year of potable water.

According to the 2012 Annual Water Quality Report (Todd Engineers 2012), the average water use per single-family residence was 305 gallons per day (gpd) (0.34 acre-feet per year). Based on this average use rate, it is estimated that the proposed project will increase the potable water demand by 55,205 gpd (0.055 mgd) or 61.8 acre-feet per year, which represents approximately 2 percent of the water districts' treatment capacity in 2012 and 0.7 percent of anticipated treatment capacity once improvements are completed. The proposed project's increased demand for water treatment would not result in the need for new or expanded treatment facilities beyond the existing planned improvements.

Wastewater

The Hollister Water Reclamation Facility (WRF) is permitted to treat 4 mgd of domestic wastewater. Treated wastewater is discharged to percolation ponds or delivered to Brigantino Park and the Hollister Municipal Airport for irrigation purposes. In 2011, the WRF processed an average of 2.15 mgd of wastewater (Veolia 2012, Appendix 1-A), and there is available capacity to treat an additional 1.85 mgd of wastewater. According to the *Urban Area Water and Wastewater Master Plan*, the projected wastewater average dry weather flow through buildout of the city is not anticipated to reach permit capacity until approximately 2021 (Hollister 2008, pg. 8-3).

The project will connect to existing sewer stubs located on Cushman Street and Nora Drive adjacent to the project site and therefore not require the extension of City sewer pipelines to service the project. All sewer pipelines on the project site will be installed in the project roadways during construction. According to the *Urban Area Water and Wastewater Master Plan*, the average wastewater flow to the WRF was 205 gpd per dwelling unit in 2011. Based on this average wastewater flow rate, the proposed project is projected to generate 37,105 gpd (0.037 mgd) of wastewater (205 gpd x 181 units). The additional 0.037 mgd of wastewater produced by the project would represent 2 percent of the remaining capacity and would not result in the need for additional treatment facilities.

Since the proposed project would not result in the need for new or expanded water and/or wastewater treatment facilities, this would be considered a **less than significant impact**.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Storm drainage facilities to the project are provided by the City of Hollister. The storm drainage system comprises multiple networks of inlets, pipes, and basins that flow to the San Benito River, to

Santa Ana Creek, or to terminal (retention) basins. The storm drainage system includes over 59 miles of piping flowing into one of the 20 river outfalls or to one of the five terminal basins. The City's system does not include any stormwater pumping stations (Hollister 2011, pg. 3.2).

The project would connect to the City existing storm drainage system at storm drain infrastructure located on San Benito Street. The stormwater from this system flows into the San Benito River. The project's internal storm drainage system would flow into a retention/infiltration basin located on the project site. The project retention/infiltration water quality basin is located on a 0.82-acre site. This basin is designed to comply with Provision C-3 of the City's NPDES permit, requiring 80 percent or better capture rate. Because the project connects to an existing storm drain, will construct the internal storm drain system to serve the project, and includes a retention/infiltration water quality basin sized according to City standards, the project would not require new or the expansion of existing storm drainage facilities. Therefore, the project would have a **less than significant impact** in storm drainage facilities in the city.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

According to the Urban Water Management Plan, the Hollister urban area has an adequate supply of water to meet its anticipated future demand through 2030 (Todd Engineers 2011).Through a series of distribution system inter-ties, the City of Hollister obtains potable water from groundwater resources within the Gilroy-Hollister groundwater basin and surface water imported through the Central Valley Project (CVP).

The Gilroy-Hollister groundwater basin is not an adjudicated basin, and groundwater entitlements or rights have not otherwise been defined (Todd Engineers 2011). The City pumps directly from the groundwater basin to meet current water demands. The City has six functioning groundwater wells. In 2010, Hollister pumped a total of 2,056 acre-feet, mainly from the Hollister West groundwater subbasin.

The City and the Sunnyslope County Water District purchase municipal water from the San Benito County Water District (SBCWD) that has been imported through the CVP and is stored in San Justo Reservoir. The SBCWD has a 40-year contract (extending to 2027) for a maximum of 8,250 acre-feet per year of municipal and industrial (M&I) water and 35,550 acre-feet per year of agricultural water (Todd Engineers 2011). Actual CVP deliveries are modified on an annual basis by the US Bureau of Reclamation (USBR), reflecting hydrologic conditions (e.g., drought), reservoir storage, and the environmental status of the Sacramento-San Joaquin Delta. In water year 2010, allocations were decreased to 45 percent of the contracted amount for agriculture and to 75 percent of historic use for M&I. Reductions in recent years are a combined result of sustained drought and recent federal court decisions on the status of endangered Delta fish species (Todd Engineers 2011, pg. 4-1). In response to an over-commitment of CVP supplies, droughts, and supply limitations imposed by environmental, regulatory, and legal constraints in the Sacramento–San Joaquin River Delta, the USBR has instituted its Shortage Policy in three of the past six years. The Shortage Policy provides that the allocation of M&I CVP water will be based on a contractor's historical use of CVP M&I water (as adjusted for growth, extraordinary conservation measures, and use of non-CVP water). Under the Shortage Policy, the SBCWD's historical M&I usage is currently set at 4,026 acre-feet per year compared to its CVP M&I contract amount of 8,250 acre-feet per year (Todd Engineers 2011, pg. 4-2). However, as previously noted, the Lessalt WTP had the capacity to treat only 656.2 acre-feet (0.58 mgd) of the CVP allocation in 2012.

The City of Hollister, along with the Sunnyslope County Water District and the SBCWD, has implemented the Hollister Urban Area Water Project (HUAWP). The HUAWP includes expanded drinking water treatment, improving water supply reliability, and protecting the groundwater basin. The HUAWP includes the expansion of the Lessalt Water Treatment Plant, the construction of the West Hills Water Treatment Plant, and pipeline infrastructure. Upon completion of the Hollister Urban Area Water Project, the SBCWD will have the ability to treat and deliver the full CVP contracted water allocation, which will enable the district to become less dependent on groundwater and improve the water quality of the municipal water supply.

Development of the project would increase the demand for water by 61.8 acre-feet per year. According to the 2012 Annual Water Quality Report, the City had a water excess of 388.5 acre-feet. The estimated increased demand for potable water would not exceed the existing surplus; therefore, there is an adequate supply from existing entitlements. Future water supply is expected to increase due to the HUAWP. The SBCWD has a 40-year contract for 8,250 acre-feet per year of CVP water through at least 2027. According to the Urban Water Management Plan, there is adequate water to meet the area's future water demand. As such, development of the project is considered to have a **less than significant impact** on water supply.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The City of Hollister's domestic wastewater treatment plant/water reclamation facility (DWTP/WRF) is permitted to treat 4 mgd of domestic wastewater. In 2011, the WRF processed an average of 2.15 mgd of wastewater (Veolia 2012, Appendix 1-A), and there is available capacity to treat an additional 1.85 mgd of wastewater. According to the *Urban Area Water and Wastewater Master Plan*, the projected wastewater average dry weather flow through buildout of the city is not anticipated to reach permit capacity until approximately 2021 (Hollister 2008, pg. 8-3). As noted above, the proposed project is projected to generate 37,105 gpd (0.037 mgd) of wastewater (205 gpd x 181 units), which would represent 2 percent of the remaining capacity.

The project site is within the City's planning area. Buildout of the proposed land uses would be consistent with the General Plan land use designations. Therefore, the proposed project has been accounted for in the City's Long-Term Waste Water Management Plan for the DWTP.

Since the wastewater treatment plant has capacity to serve the proposed project and accounted for in the Long-term Waste Water Management Plan, the City will likely determine that they have adequate capacity to serve the proposed project. Therefore, this would be considered a **less than significant impact**

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Recology San Benito County provides garbage collection service to Hollister. The collection program includes curbside recycling, garbage, yard waste, used motor oil, and used oil filters. The San Benito County Integrated Waste Management Regional Agency (SBIWMRA) holds a Household Hazardous Waste collection event every month in the city. The SBIWMRA tracks solid waste disposal in the county. The John Smith Road Landfill is the main solid waste landfill used in San Benito County according to the California Department of Resources Recycling and Recovery

(CalRecycle). Approximately 51,851 tons of solid waste were disposed of at this landfill by county residents in 2012 (CalRecycle 2013).

The project is required to comply with all state, county, and city regulations for solid waste disposal.

According to CalRecycle, the John Smith Road Landfill has a cease operation date of January 1, 2032. Total capacity of the landfill is 9,354,000 cubic yards. Remaining capacity, as of November 30, 2012 was 4,625,827 cubic yards. The maximum tonnage per day the landfill is permitted is 1,000 tons (CalRecycle 2013). According to CalRecycle (2013), the residents of Hollister disposed of an average 4.6 pounds per day of solid waste in 2011. Based on this information, the project would produce approximately 2,949 pounds (1.5 tons) of solid waste per day or 538.1 tons per year.

The John Smith Road Landfill has a closure date of January 1, 2032. The addition of solid waste to the landfill, resulting from development of the project, would not increase the tonnage beyond the landfill's permitted amount or result in the closure of the landfill prior to the anticipated 2032 date. As a result, the development of the proposed project would have a **less than significant impact** to solid waste disposal.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Does the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	■	☐	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

DISCUSSION OF IMPACTS

a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

There is a potential for significant impacts to biological resources from future development of the project site. Mitigation measures require preconstruction surveys and avoidance measures. Implementation of mitigation measures **MM 4-1** through **MM 4-2** would ensure that potential impacts to biological resources will be reduced to a **less than significant** level by requiring that appropriate measures are taken and mitigation measures are in place prior to construction activities.

The potential for the proposed project to disturb important examples of California history or prehistory is considered to be low. However, mitigation measures **MM 5-1** and **MM 5-2** are incorporated herein, which would ensure that if unknown cultural resources are discovered during construction activities, the proposed project does not adversely affect any cultural resources or human remains. Implementation of these mitigation measures would ensure that the proposed project does not eliminate examples of major periods of California history and prehistory, which will reduce potential impacts to **less than significant** levels.

b) Have impacts that are individually limited, but cumulatively considerable?

The proposed project would contribute to cumulative impacts to air quality, public services, traffic, and utilities and service systems. The project applicant will be required to pay development impact fees for public services, traffic improvements, and utility and service system improvements and to implement mitigation measures **MM 3-1, MM 3-2,** and **MM 7-1** to reduce potential air quality and greenhouse gas emissions. With the payment of development impact fees and implementation of dust control measures to reduce particulate matter emissions during construction, the project's cumulative impacts to air quality, greenhouse gas emissions, public services, traffic, and utilities and service systems would be considered **less than significant**.

c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed project will not result in substantial adverse effects on human beings. Implementation of mitigation measures **MM 2-1, MM 3-1, MM 3-2**, **MM 6-1, MM 7-1, MM 12-1, MM 12-2, MM 12-3a, MM 12-3b, MM 16-1**, and **MM 16-2** would reduce any potential adverse effects on human beings to a less than significant level. Therefore, adverse effects on human beings would be **less than significant**

H. Fish And Wildlife Environmental Document Fees

Assessment of Fee:

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to CEQA review had a "de minimis" (minimal) effect on fish and wildlife resources under the jurisdiction of the Department of Fish and Wildlife. Projects that were determined to have a "de minimis" effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of "de minimis" effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the Department of Fish and Wildlife determines that the project will have no effect on fish and wildlife resources.

To be considered for determination of "no effect" on fish and wildlife resources, development applicants must submit a form requesting such determination to the Department of Fish and Wildlife. Forms may be obtained by contacting the department by telephone at (916) 631-0606 or through the department's website at www.dfg.ca.gov.

Conclusion: The project will be required to pay the fee, unless the lead agency requests such a determination from the CDFW.

Evidence: Based on the record as a whole as maintained by the City of Hollister

I. REFERENCES

The following documents were used to determine the potential for impact from the proposed project. Compliance with federal, state, and local laws is assumed in all projects. These documents are referenced in the Initial Study.

APPENDICES (CD ONLY)

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Appendix B Live Oak Associates, Inc. 2013. *Biological Constraints Letter for the Rajkovich Property, City of Hollister, San Benito County, California (PN 1731-01).*

Appendix C Holman & Associates. 2013. *Cultural Resources Study for the Rajkovich/Cienega Road Project APN 054-70-001 & -002, Hollister, San Benito County, California.*

Appendix D TMakdissy Consulting, Inc. 2013. *Geotechnical Investigation on Proposed 81 Homes Residential Development.*

Appendix E Cornerstone Earth Group. 2013. *Phase I Environmental Site Assessment and Soil Quality Evaluation.*

Appendix F Ambient Air Quality & Noise Consulting. 2013. *Noise Impact Assessment for Rajkovich Development Project.* October 2013.

Appendix G Hexagon Transportation Consultants, Inc. 2013. *Rajkovich Residential Development, Draft Transportation Impact Analysis.*

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